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No. 19448 號八十四百四千九萬一第 日八十月八年申庚 HONGKONG, WEDNESDAY, SEPTEMBER 29TH, 1920. 三拜禮 號九廿月九年九國民華中 PRICE $6 PER MONTH.

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TIME-TABLE.
Week Days
7.00 a.m. to 8.00 a.m. every 15 minutes
8.00 " " 9.30 " " 10 "
9.30 " " 11.00 " " 15 "
11.30 " " 12.30 p.m. " 15 "
12.30 p.m. " 2.30 " " 10 "
2.30 " " 5.00 " " 15 "
5.00 " " 8.10 " " 10 "
Night Cars
8.50 p.m., 9.00 p.m., 9.20 p.m.
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11.40 p.m.
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Extra Car—12 midnight.
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8.00 a.m. to 10.30 a.m. every 15 minutes
10.30 " " 11.00 " " 10 "
11.30 " " 12.00 noon " 15 "
12.00 noon " 1.00 p.m. " 10 "
1.00 p.m. " 5.30 " " 15 "
5.30 " " 6.00 " " 10 "
6.00 " " 6.30 " " 15 "
6.30 " " 8.10 " " 10 "
Night Cars
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Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars; can be obtained on application at the Company's Office. No Season tickets will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore Order representing Bank Notes.
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KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 7 A Local a.m.	No. 1 Through Express a.m.	No. 7 Local a.m.	No. 9 Through Express a.m.	No. 11 Local a.m.	No. 13 Through Express p.m.	No. 17 Local p.m.	No. 19 Local p.m.	No. 21 Local p.m.
CANTON (Tai Sha Tau) dep.		7.30		2.35		2.30			
SHEK LUNG "		8.55		11.02		4.15			
" arr.		9.05		11.17		4.30			
Sham Chun " dep.		10.35		2.00		5.40			
Shumchun " dep.	7.37	10.50	8.10	2.30	11.48	5.55	5.50	5.56	6.11
Sheungshui " dep.	7.53		8.24	2.47	11.57		6.06	6.10	6.27
Fanling " dep.	7.57	—	8.31	2.49	11.58	—	6.10	6.14	6.31
Taipo Market " dep.	7.66	—	8.42	2.54	12.05	—	6.17	6.24	6.41
Taipo " dep.	7.58	—	8.47	2.59	12.10	—	6.22	6.28	6.46
Shatin " dep.	8.06	—	8.55	3.14	12.19	—	6.30	6.41	6.54
Kowloon " dep.	8.17	—	9.04	3.25	12.30	—	6.41	6.52	7.05
West Rem " dep.	8.22	—	9.10	3.30	12.41	—	6.46	6.58	7.09
KOWLOON " arr.	8.30	11.10	9.13	3.33	12.44	7.20	6.52	6.52	7.09

UP TRAINS

Stations	No. 4 Local a.m.	No. 6 Through Express a.m.	No. 8 Through Serv. a.m.	No. 10 Local a.m.	No. 12 Local	No. 14 Local p.m.	No. 16 Through Express p.m.	No. 20 Local p.m.	No. 24 Local p.m.
Last Ferry Leave H.K.	6.00	7.30	8.30	10.35	11.45 a.m.	1.05	1.55	4.35	5.10
KOWLOON " dep.	6.45	8.10	9.20	10.50	12.25 p.m.	1.35	2.10	5.00	5.45
Hunghom " dep.	6.50	—	9.25	10.57	12.31	—	—	5.06	5.50
Tsimshi " dep.	6.57	—	9.32	11.03	12.39	—	—	5.13	5.57
Shatin " dep.	7.09	—	9.45	11.16	12.52	—	—	5.24	6.07
Taipo " dep.	7.22	—	10.00	11.30	12.56	—	—	5.37	6.21
Taipo Market " dep.	7.26	—	10.05	11.34	12.59	—	—	5.41	6.25
Fanling " dep.	7.37	—	10.16	11.43	13.07	—	—	5.51	6.35
Sheungshui " dep.	7.41	—	10.22	11.47	13.09	—	—	5.55	6.39
Sham Chun " arr.	7.48	—	10.29	11.54	13.16	—	—	6.02	6.46
" dep.		8.15	10.30	—	—	—	—	—	—
SHENKLUNG " arr.		10.34	1.53	—	—	—	—	—	—
CANTON (Tai Sha Tau) arr.		10.50	2.15	—	—	—	—	—	—
		11.10	2.19	—	—	—	5.0	—	—

* Will stop at Taipo and Sheungshui for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHA TAU KOK BRANCH.

	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
Fanling dep.	8.50	12.00	2.20	6.00	Shasaukuk dep.	7.05	10.20	1.05	5.00
Shataukok arr.	9.45	12.55	3.15	6.55	Fanling arr.	8.00	11.15	2.00	5.55

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Length on Keel Blocks	510 feet	350 feet	714 feet
Width of Entrance on bott	77 "	53 "	87 "
Water on Blocks at Spring Tide	25 "	24 "	34 "

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Two Floating Cranes of 80 and 40 tons each, besides 150 tons Giant Crane.

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	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	18,000 tons
Max. Length of Ship taken	400 feet	480 feet	570 feet
Max. Breadth of Ship taken	56 "	66 "	80 "
Max. Draft of Ship taken	22 "	26 "	30 "

Floating Crane of 40 tons weight, besides 100 Tripod Crane

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NOTICES TO CONSIGNEES

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

THE Steamship
"WEST HENSHAW"
having arrived from San Francisco via ports on Sept. 26th, 1920, Consignees are hereby notified that their Cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Oct. 4th, 1920, by the Company's Surveyors Messrs. Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognised after the Goods have left the Godowns, and Cargo undelivered on and after October 4th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents,
1st Floor, Powell's Building,
12, Des Voeux Road Central.
Hongkong, September 26th, 1920. [1545

NOTICE TO CONSIGNEES.

S.S. "LAKE FAULK" VOY. 2-HOME.

From SHANGHAI and SWATOW.

THE above-mentioned vessel having arrived from the above-mentioned ports, Consignees of Cargo are hereby informed that they must take immediate delivery of same from alongside, and all Cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Sept. 29th at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognised. No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after Sept. 30th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators of U.S. Shipping Board.
Hongkong, September 23rd, 1920. [1531

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c/o Traffic Bureau, Department of Railways, Tokyo.

RECENT PUBLICATIONS.

Modern Road Construction and Maintenance. By H. E. GOLDSMITH (Kelly & Walsh, Ltd.).

The author, who is the Executive Engineer in Charge of Roads in Hongkong, was encouraged to write this comprehensive work by the favourable reception accorded to a little work he published a few years ago on "Road Construction and Maintenance in the Tropics." The roads of Hongkong can now be regarded as second to none in the Far East, and we have no doubt that a work based largely upon notes made in carrying out improvements to the highways of the Colony of Hongkong will have a special interest to civil engineers in the Far East concerned with road construction and maintenance. The book describes very fully the improvements which in recent years have been made in the methods of modern road construction and maintenance, and the work is illustrated by a number of plates. Mr. Goldsmith remarks in his introduction that the days of the "amateur expert" are past, and he quotes with approval the observation by a well known engineer that "the highway engineer of the future will require to have the engineer's knowledge of location and construction, the chemist's knowledge of chemical and physical analysis, and the geologist's knowledge of the formation of the earth's crust and the character and formation of rocks." Many experiments have been carried out in connection with roads in Hongkong since 1911, and the Public Works Department, Mr. Goldsmith says, has now sufficient data to work upon to insure the most suitable surfacing being laid to take the traffic and at a minimum cost. A bituminous mixture is used. Until bitumin was introduced as a road material in Hongkong, Mr. Goldsmith says, the roads had to be picked over and bound after every heavy rainfall at great cost for maintenance. He recommends the bituminous-bound surface not only on account of its durability but also because it is practically dustless, "and what is perhaps more important (in the Tropics) less harmful to the eyesight." The process is described in great detail in the body of the book. The growing popularity of mechanically propelled vehicles has drawn the attention of the Governments of most of the countries of Asia to the urgent need for devoting more attention to road construction and maintenance, and we do not doubt that Mr. Goldsmith's little work on this subject will prove of the greatest interest and value to all engineers who may be employed on these developments. The book is well printed and bound and in that respect is highly creditable to Messrs. Kelly & Walsh, Ltd., the publishers.

Rhymes of Hongkong.—By E.D.S. Printed at the "China Mail" Office.

This is an interesting collection of verse evidently by a lady living on the Peak. There are verses on the Peak tram, the Peak fog, on a coolie, an amah, a Chinese Policeman, on flowers, pot plants, talkative birds, tiresome little sandflies, an ode to a cockroach, and many other delightful little rhymes. A couple of verses from "On Leaving Home" may be given as a sample of the rhymes:—

"When folks are coming to Hongkong
Their friends all tell them stories long
(Sometimes they're right, often they're wrong).

* * *

'Tis true, the heat is very hot
And as to fog, Peak dwellers wot—
But 'tisn't such an awful spot.

The collection is procurable from local booksellers at 75 cents.

The Argus Pheasant, by JOHN CHARLES BEECHAM (London: Methuen).

A thrilling story of a conspiracy against the Government in the Dutch East Indies, it contains much that gives one an insight into the social conditions in those islands, the relations between the rulers and the ruled and the difficulties which beset the Dutch in maintaining order. Koyala, the Argus Pheasant, Bintang Burung, the Star Bird, is a French trader's daughter by a Dyak woman and the central figure in the conspiracy. How Peter Gross, a free lance, first mate of the American barquentine *Commander*, becomes Resident of Bulungen and handles a delicate situation, eventually reconciling the Dyaks to the idea of remitting their taxes regularly to Java, furnishes many chapters of thrilling adventure among as fierce people. Incidentally, the author reveals the part the Chinese play in the economic life of the country. Ah Sing—a public-house proprietor ostensibly, but pirate, trader, politician—anything he can make a guilder at—is a well-drawn character, almost like one of Bret Hart's characters. The author evidently has spent many years in the country or has made a close study of the under-currents of life, as not only the descriptions of the scenes are realistic but the customs of the Dyaks and their relations with the Malays and the Chinese are intimately detailed. In spite of the political theme of the story, *The Argus Pheasant* will appeal to all who revel in books dealing with adventure in foreign lands.

The Cask, by FREEMAN WILLS CROFTS (London: W. Collins Sons & Co. Ltd.)

A clever detective story, based on the discovery of a cask containing the body of a woman, at St. Katherine's Docks, in a consignment of wines from Rouen. In unloading, the cask attracts attention by the fact that it is different in appearance from the rest and is so heavy as to shift the other casks in the sling in unloading which all fall heavily to the floor of the hold. The discovery of sovereigns in sawdust in the cask lead to its close examination. The cask is addressed to M. Leon Felix, 141, West Jubb Street, Tottenham Court Road, London, W., *via* Rouen and long sea, and bears the legend 'Statuary only.' The clerk in charge of the unloading gives orders to keep the cask aside and not to give delivery to M. Felix should he call for it until he has obtained instructions from his superiors. M. Felix, however, takes delivery by a subterfuge. Scotland Yard is informed and after a great deal of difficulty the cask is traced. The London and Paris detectives then join hands, and the unravelling of the mystery begins; the history of the cask is reconstructed and its movements traced to its makers. M. Felix, of course, is under arrest and awaiting trial in London. How the detectives succeed in tracing the crime to the real murderer is cleverly told.

(Continued at foot of next column)

The Duchess of Siona, by EMMET GOODWIN (London: W. Collins Sons & Co., Ltd.)

A romantic novel of the feudal age. The scene is laid in Siona, Siona of the Broken Wall. Beatrice, the youthful Duchess of Siona, determines to devote her life to the service of her people and to defend them from the rapacious tyranny of overlord Malatesta, putting the thought of marriage completely out of her thoughts. "Men talked and sang of Beatrice all over Italy, and answering to that lure came the lovers. Her beauty drew them from as far away as Spain, the Danube, Sicily, Savoy sent its quota." But her obduracy was granite. Then appears a suitor in the person of Pedro, who insists on calling himself Pedro—nothing else. How Pedro perseveres and wins the Duchess, how he humbles Malatesta, and frees Siona from his clutches provide entertaining episodes. *The Duchess of Siona* is an excellent companion for the holidays.

AUSTRALIA FOR WHITE PEOPLES.

VITAL PART OF COMMONWEALTH'S POLICY.

MELBOURNE, September 10th.

In the House of Representatives, Mr. Hughes, the Prime Minister of Australia, made a statement outlining the Government's defence policy, in the course of which he declared that the most vital part of Australian policy is the preservation of Australia for European peoples.

Australia's responsibility had been increased, he said, by her membership in the League of Nations.

After a reference to the crowded populations to the northward and north-west of Australia, the Prime Minister said the defence of the new territories in the Pacific is a serious problem, and it is obvious that national safety requires Australia to take a serious share in the naval responsibilities of the Empire. Money, he continued, would be provided to remedy the deficiencies in heavy artillery and ammunition, also for light guns.

The training of 16,000 boys yearly, on reaching the age of 18, would be resumed, said Mr. Hughes. Battleships are still the mainstay of naval defence, but circumstances compel the Commonwealth to principally depend on light cruisers and smaller craft. He hopes, he said, for the inauguration of an imperial defence scheme, in which all the Dominions would co-operate.

The air force, he stated, is being established under the control of a board on which the navy and army are represented, and £500,000 would be allotted for aviation, including the civil and commercial branches. Civil aviation would be encouraged to the utmost, he said. The naval expenditure would include £700,000 for transports.

SPIES IN JAPAN.

SEEKING NAVAL SECRETS.

Foreign spies are busily engaged in prying into the secrets of the naval construction plan of eight battleships and eight cruisers of the latest type which is now being worked out by the Japanese Government, according to a first class business man handling goods to be purchased by the Navy department, as quoted by the *Nichi Nichi*.

The eight and eight naval plan was approved by the Diet in its recent special session, and the naval arsenals are making purchases of iron, copper, brass, and other materials necessary for completing the work of construction. All these materials for the eight and eight main warships and also other auxiliary cruisers, submarines, and aeroplanes are to be secured in Japan out of home products, and the naval authorities are paying particularly strict attention in making purchases.

Merchants who furnish materials to the arsenals are very much handicapped because of the strictness. A certain first class merchant, in the business interviewed by the *Nichi Nichi*, said that the eight and eight unit plan is a poor showing compared with the naval strength of other great Powers of the world. The plan has attracted much attention of foreign nations, so that many foreign spies are actively engaged in prying into the secrets of the Japanese navy. Consequently, the merchant suspects, the authorities are showing an attitude of particular care.

Formerly the naval authorities were accustomed to give advance information as to how many tons of what material is needed, and then call for bids. But now, the man said, the authorities are taking a position of great secrecy. In the process of delivering the goods, the merchants are expected to undergo various red tape. Not a word is to be had from the naval construction bureau of the navy as to any material that may be needed, so the merchants are groping in the dark.

The merchant, interviewed, is of the opinion that the spy story is too fishy to be true. "It's remarkable how nervous the authorities are about the story," he said.

Regarding the spy story, the Japanese Metropolitan Police Department does not want to say anything, although that department has heard the rumour.

CONDITIONS IN SOVIET RUSSIA.

LENIN WANTS TO SEND LORD NORTHCLIFFE MEDAL.

[BY BERTRAND RUSSELL.]

Soon after my arrival in Moscow I had an hour's conversation with Lenin in English, which he speaks fairly well. An interpreter was present, but his services were scarcely required. Lenin's room is very bare—is contains a big desk, some maps on the walls, two book-cases, and one comfortable chair for visitors in addition to two or three hard chairs. It is obvious that he has no love of luxury or even comfort. He is very friendly and apparently simple, entirely without a trace of hauteur. If one met him without knowing who he was, one would not guess that he is possessed of great power or even that he is in any way eminent. I have never met a personage so destitute of self-importance. He looks at his visitors very closely, and screws up one eye, which seems to increase alarmingly the penetrating power of the other. He laughs a great deal, at first his laugh seems merely friendly and jolly, but gradually I came to feel it rather grim. He is dictatorial, calm, incapable of fear, extraordinarily devoid of self-seeking, an embodied theory. The materialistic conception of history, one feels, is his life-blood. He resembles a professor in his desire to have the theory understood and in his fury with those who misunderstand or disagree, as also in his love of expounding. I got the impression that he despises a great many people and is an intellectual aristocrat.

NO HOPE OF ENGLISH LABOUR.

The first question I asked him was as to how far he recognized the peculiarity of English economic and political conditions. I was anxious to know whether advocacy of violent revolution is an indispensable condition of joining the Third International, although I did not put this question directly because others were asking it officially. His answer was unsatisfactory to me. He admitted that there is little chance of revolution in England now, and that the working man is not yet disgusted with parliamentary government. But he hopes that this result may be brought about by a Labour ministry. He thinks that if Mr. Henderson, for instance, were to become Prime Minister, nothing of importance would be done, organized labour would then, so he hopes and believes, turn to revolution. On this ground he wishes his supporters in this country to do everything in their power to secure a Labour majority in Parliament; he does not advocate abstention from parliamentary contests, but participation with a view to making Parliament obviously contemptible. The reasons which make attempts at violent revolution seem to most of us both improbable and undesirable in this country carry no weight with him, and seem to him mere bourgeois prejudices. When I suggested that whatever is possible in England can be achieved without bloodshed, he waved aside the suggestion as fatuistic. I got little impression of knowledge or psychological imagination as regards Great Britain. Indeed the whole tendency of Marxism is against psychological imagination, since it attributes everything in politics to purely material causes.

ELECTRIC POWER AND COMMUNISM.

I asked him next whether he thought it possible to establish communism firmly and fully in a country containing such a large majority of peasants. He admitted that it was difficult, and laughed over the exchange the peasant is compelled to make of food for paper; the worthlessness of Russian paper struck him as comic. But he said—what is no doubt true—that things will right themselves when there are goods to offer to the peasant. For this he looks partly to electrification in industry which, he says, is a technical necessity in Russia, but will take ten years to complete. He spoke with enthusiasm, as they all do, of the great scheme for generating electrical power by means of peat. Of course he looks to the raising of the blockade as the only radical cure; but he was not very hopeful of this being achieved thoroughly or permanently except through revolutions in other countries. Peace between Bolshevist Russia and capitalist countries, he said, must always be insecure; the Entente might be led by weariness and mutual dissensions to conclude peace, but he felt convinced that the peace would be of brief duration. I found in him, as in almost all leading Communists, much less eagerness than existed on our side for peace and the raising of the blockade. He believes that nothing of real value can be achieved except through world revolution and the abolition of capitalism. I felt that he regarded the resumption of trade with capitalist countries as a mere palliative of doubtful value.

"PEASANTS ARE AGAINST US."

He described the division between rich and poor peasants, and the government propaganda among the latter against the former, leading to acts of violence which he seemed to find amusing. He spoke as though the dictatorship over the peasant would have to continue a long time, because of the peasant's desire for free trade. He said he knew from statistics (what I can well believe) that the peasants have had more to eat these last two years than they ever had before, "and yet they are against us," he added a little wistfully. I asked him what to reply to critics who say that in the country he has merely created peasant proprietorship, not communism; he replied that that is not quite the truth, but he did not say what the truth is.

The last question I asked him was whether resumption of trade with capitalist countries, if it took place, would not create centres of capitalist influence and make the preservation of communism more difficult. It had seemed to me that the more ardent Communist might well dread commercial intercourse with the outer world, as leading to an infiltration of heresy and making the rigidity of the present system almost impossible. I wished to know whether he had such a feeling. He admitted that trade would create difficulties, but said they would be less than those of the war. He said that two years ago neither he nor his colleagues thought they could survive against the hostility of the world. He attributes their survival to the jealousies and divergent interests of the different capitalist nations, also to the power of Bolshevist propaganda. He said the Germans had laughed when the Bolsheviki proposed to combat guns with leaflets, but that the event has proved the leaflets quite as powerful. I do not think he recognizes that the Labour and Socialist Parties have had any part in the matter. He does not seem to know that the attitude of British labour has done a great deal to make a first-class war against Russia impossible, since it has confined the Government to what could be done in a hole-and-corner way, and denied without a too blatant mendacity.

A DECORATION FOR LORD NORTHCLIFFE.

He thoroughly enjoys the attacks of Lord Northcliffe, to whom he wishes to send a medal for Bolshevist propaganda. Accusations of spoliation, he remarked, may shock the bourgeois, but have an opposite effect upon the proletarian.

I think if I had met him without knowing who he was, I should not have guessed that he was a great man; he struck me as too opinionated and narrowly orthodox. His strength comes, I imagine, from his honesty, courage, and unwavering faith—religious faith in the Marxian gospel, which takes the place of the Christian martyr's hopes of Paradise, except that it is less egotistical. He has as little love of liberty as the Christians who suffered under Diocletian and retaliated when they acquired power. Perhaps love of liberty is incompatible with whole-hearted belief in a panacea for all human ills. If so, I cannot but rejoice in the sceptical temper of the Western world. I went to Russia believing myself a communist, but contact with those who have no doubts has intensified a thousandfold my own doubts, not only of communism, but of every creed so firmly held that for its sake men are willing to inflict widespread misery.

TROTZKY THE DEMONAIR.

Trotzky, whom the Communists do not by any means regard as Lenin's equal, made more impression upon me from the point of view of intelligence and personality, though not of character. I saw too little of him, however, to have more than a very superficial impression. He has bright eyes, military bearing, lightning intelligence, and magnetic personality. He is very good-looking, with admirable wavy hair; one feels he would be irresistible to women. I felt in him a vein of gay good humour so long as he was not crossed in any way. I thought, perhaps wrongly, that his vanity was even greater than his love of power—the sort of vanity that one associates with an artist or actor. The comparison with Napoleon was forced upon one. But I had no means of estimating the strength of his communist conviction, which may be very sincere and profound.

FROM GORKY'S DEATH-BED.

An extraordinary contrast to both these men was Gorky, with whom I had a brief interview in Petrograd. He was in bed, apparently dying and obviously heart-broken. He begged me, in anything I might say about Russia, always to emphasize what Russia has suffered. He supports the Government—as I should do, if I were a Russian—not because he thinks it faultless but because the possible alternatives are worse. One felt in him a love of the Russian people which makes their present martyrdom almost unbearable, and prevents the fanatical faith by which the pure Marxians are upheld. I felt him the most lovable, and to me the most sympathetic, of all the Russians I saw. I wished for more knowledge of his outlook, but he spoke with difficulty, and was constantly interrupted by terrible fits of coughing, so I could not stay. All the intellectuals whom I met—a class who have suffered terribly—expressed their gratitude to him for what he has done on their behalf. The materialistic conception of history is all very well, but some care for the higher things of civilization as a relief. The Bolsheviki are sometimes said to have done great things for art, but I could not discover that they had done more than preserve something of what existed before. When I questioned one of them on the subject, he grew impatient and said: "We haven't time for a new art any more than for a new religion." Unavoidably the atmosphere is one in which art cannot flourish, because art is anarchic and resistant to organization. Gorky has done all that one man could to preserve the intellectual and artistic life of Russia. But he is dying, and perhaps it is dying too.—*New York Nation.*

HONGKONG VOLUNTEER DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY LIEUT.-COL. G. E. KIND, D.S.O., ADMINISTRATIVE COMMANDANT.

Wednesday, September 29th, 1920.

PARADES.

The Corps will parade on Monday, October 4th, at 5.30 p.m., at Volunteer Headquarters.

Attendance—Strong as possible.

Dress: Drill order (1.c.), Khaki coats, shirts, puttees, helmets, rifles, belts and sidearms.

Officers: Sam browne belts, swords will not be worn.

Machinegun Company will carry revolvers and pouches.

Revolvers and holsters to be worn on left side and ammunition pouches right side belt.

Cadet Company will form up in rear of Corps.

One marker for each detachment or platoon to report to Adjutant on Parade ground, at 5.25 p.m.

G. F. E. HARSON, Bt.-Major,
Adjutant, H.K.V.D.C.

NOTICE.

Medal ribbons may be obtained from Sergeant Master Tailor, Sailwood, Middlesex Regiment, Murray Barracks.

HONGKONG FOOTBALL CLUB.

ANNUAL GENERAL MEETING.

The thirty-third annual general meeting of the Hongkong Football Club was held, yesterday evening, at the offices of Messrs. Jardine, Matheson & Co., Mr. R. J. Wilton presided and there were also present the following members of Committee, Messrs. M. L. Railton (Vice-Captain of Football), G. Gerrard (Hon. Secretary), J. Ralston (Hon. Treasurer) and a large number of members.

The CHAIRMAN stated that the Club had done very well in the League last season, winning the championship by one point. Additional members had joined the Club and he hoped that during the coming season more members would come in. As regards the accounts they had at present $1,000 on deposit and the equivalent in sterling of $700 which was in the South China War Savings Certificate Association, making a total of over $1,800. He did not know whether members wished that the sum invested in South China War Savings Certificate should be re-invested in some other local company, but if they so wished, he hoped one of the members would propose it. They did not need the money at present.

The report and statement of accounts were carried unanimously on the proposition of Mr. J. RODGER, seconded by Mr. D. PURVIS.

The CHAIRMAN then proposed that in the event of the Club wanting money during the ensuing year the Committee and Hon. Treasurer be authorised to draw from the South China War Saving Association the sum invested there.

Mr. J. RALSTON seconded and this was unanimously agreed to.

The following officers were then elected:

President: The Hon. Mr. F. Hobson Holyoak.
Vice-President: Mr. W. Nicholson.
Hon. Secretary: Mr. D. Purvis.
Hon. Treasurer: Mr. A. T. Hamilton.
Chairman: Mr. R. J. Wilton.
Committee: Messrs. P. W. Ramsay, W. Budge, H. McTavish.
Captain of Rugby Football: Mr. J. Ralston.
Captain of Association Football: Mr. M. L. Railton.
Vice-Captain: Mr. J. Rodger.

The Selection of the Committee for the Rugby Section was left in the hands of Mr. J. Ralston, the Captain.

The CHAIRMAN said with regard to the stand, that although enlarged last season it was not sufficiently large enough to accommodate all who came. The members themselves had no privileges. He suggested a more extensive stand, with an entrance in the middle, instead of at the sides. An estimate for the proposed stand, amounted to $400. He thought it was not advisable to have seats in front of the stand, but that an open stand be erected on the opposite side of the ground for Service men and others who did not wish to come to the grand stand. This was estimated to cost $150, making, for both stands, just about $550. He proposed that the two stands, one being 150 yards long, and the other an open one, be erected.

Mr. W. BUDGE seconded and the motion was carried unanimously.

The CHAIRMAN next proposed that the Club-house be extended 20 feet, in the most economical manner possible, with a view to widening the bar accommodation.

Mr. M. L. RAILTON seconded, and the motion was carried unanimously.

Mr. BUDGE suggested that members should bring in new members. There were several young men in the Colony who did not know anything about the Club and members should tell them about it.

A vote of thanks was proposed to the Hon. Auditors, Messrs. Brown and McCormack, the Hon. Secretary, Mr. G. W. Gerrard, the Hon. Treasurer, Mr. J. Ralston, and the Chairman.

The meeting then terminated.

THE REPORT.

The following was the report:—The Committee have pleasure in presenting their report and statement of accounts for the year ending 31st August, 1920.

The membership of the Club gradually increased during the season. Halfway through the season the stand accommodation was found to be inadequate and same was increased by fifty feet necessitating a heavy expenditure on erection of grand stand.

The Association section was successful in winning for the first time in its existence the Hongkong Football League with a total of 19 points out of a possible 20, and only lost one match during the season, viz.:—To St. Joseph's College in the semi-final of the Hongkong Football Shield. Though application was made the Club was not allowed to compete in the United Services League.

Resulting from a benefit match played by the Club against South China Athletic for the benefit of the widow of the late Warder Speed a sum of $792.65 was realised due in the main to the splendid efforts of Mr. Nicholson.

The ground and stand were granted to the Hongkong Football Association for an International match for the Devastated France Fund from which a sum of $862.82 accrued and also to the Hongkong Football League for the benefit of their own funds, viz.:—$217.25.

Our thanks are also due to Mr. Nicholson for the splendid flag which he kindly presented to the Club.

The Committee have to record with deep regret the death of Mr. J. H. Mead, a well known player of a few years ago.

The Rugby section became alive as the tail-end of the season and several very enjoyable games were played against Army and Navy teams in which good form was displayed by several members.

The annual dinner of the Club was held in the Hongkong Hotel on the 17th April and was thoroughly enjoyed by all present.

Prospects for the coming season are very bright and the Club generally should have a successful year.

SCHOOLS' AQUATIC SPORTS

YESTERDAY'S INTERESTING EVENT.

The Chinese Amateur Athletic Federation's Schools' Aquatic sports were held yesterday afternoon at the Victoria Recreation Club Bath, the various colleges in the Colony competing. Great interest and keenness was evinced and the afternoon's sport proved highly successful. At the conclusion Lady Stubbs distributed the awards and was presented with a bouquet.

Mr. J. L. McPherson thanked H.E. the Governor and Lady Stubbs for their interest in the younger generation, especially in regard to sport.

His Excellency, in reply, thanked the Committee for inviting Lady Stubbs to distribute the prizes.

The following were the results:—

SENIOR 50 YARDS: 1, Leung Tit Sang; 2, Wong Pun Hin; 3, Chan Wan Tat.

JUNIOR 50 YARDS: 1, Yeung Ping Kwai; 2, Leung Shiu Man; 3, Lo Fung Cheong.

SENIOR 100 YARDS (on back): 1, Chan Hi Mi; 2, Leung Tit Sang; 3, Li Chan Hung.

JUNIOR 50 YARDS (breast stroke): 1, Tsek Wing Kwan; 2, Chan Kong Shing; 3, Ho Pak Ping.

25 YARDS (SMALL BOYS): 1, Chan Kwai Sang; 2, Ho Wing Tso; 3, Choy Hin Kenn.

SENIOR 100 YARDS (breast stroke): 1, Leung Tit Sang; 2, Wu Keun Hin; 3, Lo Lok King.

JUNIOR 100 YARDS: 1, Tsek Ming Kwai; 2, Liu Tak Lam; 3, Iu Man Ki.

SENIOR 220 YARDS: 1, Leung Tit Sang; 2, Chan Hui-Mi; 3, Iu Tak Tsek.

JUNIOR 220 YARDS: 1, Yeung Ping Kwai; 2, Yau Wing Kwai; 3, Leung Wing Tak.

SENIOR PLUNGE FOR DISTANCE: 1, Hung Kwai Ching; 2, Lo Lok Hing; 3, Chow Man Tsek.

50 YARDS (SMALL BOYS): 1, Tong Wing Kong; 2, Ho Wan Tso; 3, Chan Kwai Sang.

SENIOR TEAM RACE: 1, Queen's College; 2, St. Paul's College.

JUNIOR TEAM RACE: 1, Ellis Kadoorie School.

SENIOR HIGH DIVE: 1, Tso Ping Fan; 2, Iu Wing Chan.

JUNIOR HIGH DIVE: 1, Lam Shiu Man; 2, Lo Fung Cheung; 3, Leung Wing.

SENIOR 400 YARDS: 1, Leung Tit Sang; 2, Liu Tak Cheuk.

SPORT.

LAWN BOWLS.

On Saturday the final match in the League Competitions was played off at Kowloon between Kowloon and Police. A keenly contested game resulted in a win for the Police by 3 points.

The scores were: Police 57: Kowloon 54. The final positions are as under:—

Club	Played.	Won.	Lost.	Pts
Kowloon	8	6	2	12
Taikoo	8	5	3	10
Police	8	4	4	8
K.C.C.	8	3	5	6
Civil Service	8	2	6	4

The usual match, Winners of the League, (Kowloon) *versus* the Rest will take place on a date to be fixed by the Lawn Bowls Association.

The finalists in the Singles Championship of the Colony are J. McLachlan (Taikoo) and D. Muir (Kowloon) the former disposing of J. Grant (Police) and the latter A. R. Clarke (Police).

The date of this match and ground to be played on will also be fixed by the Association at an early date.

TROUBLE ON AMERICAN SHIP

SEAMAN ATTACKS ANOTHER WITH HAMMER.

Before Mr. G. N. Orme at the Magistracy yesterday, John Moritz, a seaman on the s.s. *West Henshaw*, was charged with assaulting Frank Flory, of the same ship, with a chipping hammer.

The defendant admitted the charge. He said that Flory came on board drunk last night, and "kicked up a row" with him. Yesterday while he was sweeping the deck, Flory said to the defendant "Stop raising all that dust, you." Flory had often threatened to kill him, so he could not stand it any more, and struck Flory.

The Magistrate wanted to know if the case was one of persistent bullying, and Sergeant Stimson, for the prosecution, said that he did not think it was. While sweeping the deck the defendant raised a cloud of dust on to a suit of clothes belonging to the complainant which was lying there. The complainant brushed the dust off, and the defendant again soiled it, so the complainant took it away. While the complainant's back was turned, the defendant picked up the hammer and struck him four times with it, thrice on the head and once on the jaw.

The Magistrate remarked that the trouble might have been the outcome of some old grudge between the men.

The Sergeant said that that was quite possible.

The Magistrate: Is the Captain here?

The Sergeant: No, he left it to the complainant to prosecute. I understand that the defendant is not wanted back on the ship.

Addressing the defendant, the Magistrate said that he did not know how such cases of assault as he was guilty of were looked upon in his country, but it was a serious matter here to attack a man with a hammer.

The defendant was sentenced to one month's imprisonment.

SCOTTISH LETTER.

SHIPPING AND THE EMPIRE.

PROHIBITIVE COSTS OF CONSTRUCTION AND WORKING.

[FROM OUR OWN CORRESPONDENT.]

August 18th.

"The prohibitive cost of ocean travel must tend towards the disintegration of the Empire," declared Sir Thomas Fisher, General Manager of the Canadian Pacific Ocean Service at a reception given in connection with the launch of the 22,000 ton steamer *Empress of Canada* from the yard of the Fairfield Shipbuilding and Engineering Company, Govan. Under present conditions, indeed, it is absolutely unthinkable that another vessel of the *Empress of Canada* class should be laid down. The cost of such a vessel before the war was £350,000, whereas the *Empress of Canada* cost £1,700,000.

The *Empress of Canada* is a twin screw geared passenger liner, and has been built for the Canadian Pacific Ocean Service between Vancouver, Japan, China, and Manila. It will be the largest mail and passenger steamer running on the Pacific. Her dimensions are—length overall, 653 feet; breadth, 77 feet. 9in.; gross tonnage, 22,000; and speed, 18 knots. She has accommodation for 500 first-class passengers, 100 second-class, 240 third-class, 930 Asiatic steerage passengers, and 550 of a crew—2,320 persons in all. The boiler installation comprises 8 double-ended and 4 single-ended cylindrical return-tube boilers, designed to burn oil fuel in combination with the Howden system of forced draught.

In vessels of the *Empress of Canada* class the cost to passengers has not increased by more than 185 per cent., whereas the increased cost of operating the vessel, allowing for the increase of capital involved, is not less than 357 per cent. In Sir Thomas Fisher's opinion something could be effected in shipbuilding by greater combination in the shipbuilding world, by improved methods of standardisation, and possibly by some reduction of profits. The principal economy could be effected in speed; four knots an hour less off the Atlantic voyage would halve the cost bill. Internal combustion had made immense strides, and, in Sir Thomas's opinion, burning oil under the engines was grotesquely extravagant.

A NEW CLAN LINER.

The Irvine Dockyard Company have launched the steamer *Clan Macnab*, built to the order of the Clan Line Steamers Company, of Glasgow. The vessel is 405 feet in length between perpendiculars, 53 feet 3 inches in moulded breadth, 36 feet in depth to awning deck, of 6,000 tons gross and 8,900 tons deadweight. She is the first of a new class which her owners are having built for their Indian and general trade. Triple expansion surface condensing engines of 3,000 i.h.p. capable of giving the vessel a speed of 12 knots will be supplied.

THE FESTIVAL OF ST. GROUSE.

The grouse shooting opened under promising conditions. The moors were found well stocked with plump and healthy birds, and little or no disease was observable. Coveys contained a fair average of birds. Glancing over the list of tenants of Scottish shootings, one notes that they are on the whole a new lot. Perhaps not more than a score of names are at all well-known. And few of the proprietors are shooting over their own moors. Even before the war the price of the grouse season "let" was what enabled some Highland lairds to pay their way. Now the financial stringency is, of course, much greater.

£1,500,000 FOR GROUSE.

Scottish landlords have been getting big rentals for their grouse moors this year. The "new rich" have been competing with American financial magnates, and for some of the best moors the increase is as much as 25 and over 50 per cent. over pre-war rates. In 1913 it was estimated that the gross rental of the Scottish grouse moors was £1,000,000, and of the English moors £270,000. This year, at a moderate estimate, the Scottish and English moors are worth at least £1,500,000.

OPENING OF THE PROHIBITION CAMPAIGN.

The battle between the Trade and the Prohibitionists was opened this week, and for the next few months Scotland will be the scene of one of the most memorable events in her social history. The Local Option provisions of the Temperance Act of 1913 became law last June, but before it can become operative in any locality an important detail must be observed—a requisition calling for a poll must be signed by at least 10 per cent. of the electors. This form of requisition was obtained last Monday from the local authorities, and a canvass is now being made for signatures. It is believed by both sides, Prohibitionists and "Antis" that the 10 per cent. will be obtained in the vast majority of localities, if not indeed in all of them. The struggle, therefore, has now regularly started, and it will be continued without pause until the date of the poll, which must be taken either in November or December.

The combatants are well prepared and have abundant funds at their disposal. The Trade is credited with the larger war chest, the greatest amount of election literature, and the most lavish supply of wall posters. The Prohibitionists, on the other hand, have a far greater number of orators. They are holding meetings by hundreds every week, mostly in the open air, the speakers are Scotsmen and Scots women, only two Americans being on the platforms.

THE SCOTS GREYS.

It is understood that the Royal Scots Greys, at present stationed at Redford Barracks, Edinburgh, where they have been since shortly after the Armistice, are posted for overseas service, their destination being Palestine. The regiment is expected to leave towards the end of next month.

It will be recalled that last summer the regiment was to be drafted to India, but the order was countermanded by the authorities, following upon an agitation in Scotland for the retention in the Capital of Scotland's only cavalry regiment. It was urged at that time that if the Scots Greys were abroad for a long spell they would ultimately lose their distinctive Scottish characteristics. A strong feeling was also expressed that in order to secure the permanent retention of a cavalry unit in Scotland the Scots Greys should be made His Majesty's Scottish Household Regiment, or that a second regiment might be raised.

Protests are again being raised against this new proposal to send the Greys overseas; but it is doubted whether they will have any effect, Parliament not being in session. The announcement has created quite an excitement in military circles; hitherto the regiment has not been called upon for a spell of foreign service.

A HIGHLAND KITCHEN.

I have always loved a kitchen,—not a gas-stoved, hot-and-cold water, all-the-conviences kitchen, but a true old-fashioned one, that takes one back to the Cotter's Saturday Night. And, now, for a brief space of August holiday, such a glorious, homely kitchen is mine.

Of course the farmhouse has other rooms, but the kitchen is its centre and foundation. It's floor is of stone, so that one must wear out-of-door shoes all the time. The hearth is a wide cavern always hungry for peats and logs. And, best of all, it has a "sawee," on which hangs the heavy cast-iron kettle on the girdle on which scones are made.

One window, to the west, looks to the yard, to the log-pile and the peat-stack. And beyond these are the heathery hills from whose easy summits one can glimpse Oban Bay and the blue peaks of Cruachan. The other window faces the east, to the stream of water where the churn and the milk pans seem always soaking; and though the house boasts a water tap, for a really cold drink one goes direct to the spring.

A hen and her fluffy chicks have constantly to be shoo'd out of doors, and there are calves that require stern words and blows. But the two dignified cats and the sad-eyed sheepdog fit so well with the kitchen that they are allowed to snooze by the fire, and get under everyone's feet.

Life seems to move more slowly here, amid fields, and flocks, and hills, and to have a sort of fair-haired calmness. But perhaps we see only the surface, and do not guess the strong currents underneath, for surely it must be some fierce desire for what money can buy that induces the owners of this beautiful kitchen to surrender it to strangers, and themselves huddle under the corrugated iron roof of a neighbouring shed. However, our womenfolk put the kettle on the "sawee," and with leather bellows blow the smouldering peats to a bright lowe, and as we smoke comfortable pipes up the broad chimney, the umpteen pounds seem a small price to pay for a month's possession of the freedom and dignity of this Highland kitchen.

BREADALBANE BY AUCTION.

The exposure of Taymouth Castle and surrounding lands by public roup reminds me that Lord Breadalbane's heir is his nephew, Mr. Iain Campbell. A year or two ago Mr. Campbell's mother, Lady Margaret, advertised her unwillingness to be responsible for any debts contracted by her son or her son's wife.

DRIVING OFF AT ST. ANDREWS.

There is no more nerve-racking business than driving off at St. Andrews. And there is one man at St. Andrews just now who can be sympathised with if he loses sleep over the prospect of playing a shot off the first tee in a Medal competition in the near future,—and that man is Earl Haig. As Captain-elect of the Royal and Ancient Club, he has to win the Queen Adelaide Medal. All members of the club are eligible for entry, but the custom is that none enter except the nominee for the office of Captain. He has therefore only to drive off to win. But on the occasion of that yearly ceremony, a large crowd surrounds the tee, and worst of all he is faced by a noisy mob of caddies spread all over the course, each anxious to retrieve the ball and the guinea that goes with it. The ordeal is a stiff test, even of a veteran's courage.

ESCAPING FROM CUSTODY.

ARRESTED AFTER 21 MONTHS.

At the Magistracy yesterday, a Chinese was charged before Mr. G. N. Orme, with (1) picking the pocket of a Chinese boy in West Point on Sunday and stealing a $10 roll of Chinese 20-cent pieces, and (2) escaping from police custody on January 27th, 1919, while on the way to jail after having been sentenced to six weeks' hard labour for larceny.

The Chinese boy deposed to feeling a tug at his pocket and then seeing the defendant running. He gave chase calling out "Stop Thief." After running through several streets, the defendant was arrested by a *lukong*.

The *lukong* deposed that when the defendant saw him approaching, and finding that escape was impossible, he threw down the roll of coins and a packet of sneezing powder. The coins were scattered on the road and only $8.40 was recovered by a *kodi'd*.

After the police had proved the defendant's identity by finger prints, the Magistrate sentenced him to 12 months' hard labour.

LANE, CRAWFORD & CO.

ROSE BOWLS — AGENTS FOR — PRIZE CUPS

MAPPIN & WEBB,
LONDON.

WE ARE NOW RECEIVING FREQUENT CONSIGNMENTS OF MESSRS. MAPPIN & WEBB'S FAMED STERLING SILVER WARE & "PRINCES PLATE" AND WE FEEL CONFIDENT THAT WE HAVE THE MOST UNIQUE SELECTION IN THE FAR EAST.

CHRISTENING SETS

OUR PRESENT STOCK IS WELL WORTHY OF YOUR INSPECTION AND INCLUDES

PRESENTATION PLATE

CIGARETTES & CIGAR BOXES, SEALING SETS, MATCH STANDS, CIGARETTE CASES, TRINKET BOXES, PIN & PUFF BOXES, SALTS JARS, BRIDGE BOXES, ETC., ETC.

TEA & COFFEE SERVICES, FRUIT & SWEET STANDS, ENTREE DISHES, FLOWER VASES, SWEET & MUFFIN DISHES, CAFE & LIQUEUR SETS, TOILET SETS, ETC., ETC.

15

HIGH GRADE MOTOR OILS
Manufactured by
PRICES' COMPANY LIMITED.

HUILE de LUXE: is specially adapted for use on Motor Cycles during warm weather.

MOTORINE: The best all-round oil for Water-cooled Engines. It has a rich character and good body.

HEAVY GAS ENGINE OIL: A compound oil of moderate body for Water-cooled engines of medium size and speed.

Suitable for
MOTOR CARS, MOTOR CYCLES, MOTOR BOATS.
LANE, CRAWFORD & CO.

JUST RECEIVED
BROADWOOD PIANOS
Specially made for this climate.
The Anderson Music Co., Ltd.
117

Wm. Powell Ltd.
TELEPHONE 346
TRAVELLING REQUISITES
OF EVERY DESCRIPTION
ATTACHE CASES, COMPRESSED FIBRE
SQUARE BAGS, TRUNKS,
BONNET BOXES, CABIN TRUNKS,
VISITING CASES, DRESS CASES,
SUIT CASES,
ALL WOOL RUGS, ETC., ETC.
Gentlemen's Complete Outfitters.
128

NEW ADVERTISEMENTS

NOTICE.

ALL Persons are hereby warned that a Fixed Deposit Receipt No. 3098 issued to Lau Howe Ki by the Nederlandsche Handel Maatschappij (Netherlands Trading Society) Hongkong Branch, dated the 22nd September, 1920, for $64,000 Hongkong Currency payable on 22nd November, 1920, with interest at 3 per cent per annum has been LOST by the said Lau Howe Ki and no other person is entitled to the same or to the said sum of $64,000 or the interest thereon or to any credit or consideration in respect thereof. Any person having any knowledge of the whereabouts of the said Deposit receipt is requested to communicate with the undersigned.

JOHNSON, STOKES & MASTER,
Prince's Building,
Hongkong.

Hongkong, September 24th, 1920. [1550

A. D. C.

PROPOSED AUTUMN PRODUCTION.

AS there are still a few Vacancies, the undersigned would be glad to hear of anyone willing to take part.

Previous experience is not essential.

MOWBRAY S. NORTHCOTE, Esq.,
Hon. Secretary,
HONGKONG AMATEUR DRAMATIC CLUB.
[1551

STRUTHERS & DIXON, (INC.)

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO & SEATTLE.

THE Steamship

"WEST HIMROD"

having arrived from San Francisco via ports, on Sept. 24th, 1920 Consignees are hereby notified that their Cargo is being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bill of Lading will be countersigned.

All broken, chafed and damaged Cargo is to be left in the Godowns where it will be examined at 10 A.M. on October 5th, 1920, by the Company's Surveyors, Messrs Carmichael & Clarke.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised. No Claims will be recognized after the Goods have left the Godowns, and Cargo undelivered on and after October 5th, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON, INC.
Agents.
1st. Floor, Powell's Building.
12 Des Voeux Road, Central.
Hongkong, September 28th 1920. [1552

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE & MOJI.

THE Steamship

"FOOKSANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th Oct., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., LTD.,
General Managers.

Hongkong, September 28th, 1920. [1553

AMATEUR GOLF CHAMPIONSHIP OF JAPAN.

THE AMATEUR GOLF CHAMPIONSHIP OF JAPAN will be played on the Links of the KOBE GOLF CLUB at ROKKOSAN, KOBE, on SATURDAY, OCTOBER 9TH.

Entries must be received by the Honorary Secretary on or before October 6th. All Players with a handicap of ten or under eligible.

S. D. DAVIES,
Hon. Secretary,
49, Harima Machi,
Kobe, Japan.
[1549

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE THIRTY-NINTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. JARDINE, MATHESON & Co., Ltd., Des Voeux Road, Hongkong, on WEDNESDAY, OCTOBER 6TH, at Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 30th September to 20th October, 1920 both days inclusive.

By Order of the Board,
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, September 15th, 1920. [1496

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1ST, to the 9TH OCTOBER, 1920, both days inclusive.

Warrants for the Interim Dividend can be had at the Office of the Company, No. 2, Queen's Buildings, Hongkong, on and after the 11th October.

By Order of the Board,
JAS. W. GRAHAM,
Acting Chief Manager.
Hongkong, September 22nd, 1920. [1513

INTIMATIONS

NOTICE.

THE interest and responsibility of the undersigned JOHN WILLIAM TAYLOR in the Firm of Messrs. MOXON & TAYLOR ceases on the 30th September, 1920.

J. W. TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE.

THE interest and responsibility of MR. JOHN WILLIAM TAYLOR in the undersigned Firm ceases on the 30th September, 1920.

MOXON & TAYLOR,
10, Ice House Street,
Hongkong.

NOTICE.

INTIMATION IS HEREBY GIVEN that NO DIVIDENDS will be paid on Shares left standing in the name of the undersigned after 30th September, 1920.

Holders of such shares are accordingly requested to have same transferred forthwith.

JOHN W. TAYLOR.
Hongkong, September 22nd, 1920. [1552

NOTICE.

MR. H. R. B. HANCOCK has been Admitted a Partner in our Firm as from this date.

TEWART BROS.
Hongkong, September 27th, 1920. 1536

NOTICE.

THE interest and responsibility of MR. HERBERT RICHARD BUDD HANCOCK as a Partner in our Firm ceased by effluxion of time on the 27TH of SEPTEMBER, 1920.

BENJAMIN & POTTS
11, Queen's Road, Central,
Hongkong.
Hongkong September 27th, 1920. 1537

NOTICE.

THE PUBLIC are hereby WARNED against negotiating or in any manner having dealings in the undermentioned scripts for SHARES in the under-noted Companies, the Secretaries of which have been notified against certain irregularities that have arisen in connection therewith.

The said Shares are the property of the undersigned and any person or persons having come into possession thereof are requested to communicate with him forthwith.

Particulars and Numbers of HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY SHARES stolen:—

Script No.	Numbers.	Holder's Name.
7017	50	29301/29350 C. P Chater
7590	50	37084/37133 M. S. Sassoon
8538	100	42869/42968 Li Chok Yuen
5910	29	1251/75, 18256/59 S. Fenwick
5911	29	59089/117 H. H. Fenwick
7754	9	64757/765 S. Fenwick
8411	5	71841/845 W. Mitchell
6805	15	44670/684 Mrs. E. C. Champeramue
7789	4	6673/6674 P. E. H. Hodge & A. W. Harris
7755	9	64768/774 H. H. Fenwick

H.K. & WHAMPOA CO. 100 SHARES:

Script No.		
7425	Lo Koon Hang	9003/27, 3601/25
3.585/7,	32367/81,	26975/27019, 40713/717.

(Signed) FRED ELLIS.
c/o FRED ELLIS & Co.
Hongkong, September 25th, 1920. 1538

NOTICE OF REMOVAL.

MR. A. G. DA ROCHA, AUCTIONEER, SURVEYOR AND GENERAL BROKER, will REMOVE to No 2A, D'AGUILAR STREET, (below the Coronet Theatre) on, OCTOBER 1st, 1920.

MR DA ROCHA, desires to avail himself of this opportunity to thank his numerous supporters, and to request the continuation of their patronage.
[1534

HONGKONG HOTEL GARAGE.

WE beg to notify our patrons that we are inaugurating the above as from 1st OCTOBER, 1920.

We aspire to render first-class Service at reasonable rates.

HONGKONG HOTEL CO., LTD.,
J. H. TAGGART,
Manager.
[1510

THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 3 per cent. (equal to 3/- per Share) in respect of the current year on the Preferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 4/6 per dollar.

Dividend Warrants will be obtainable on and after THURSDAY, OCTOBER 7TH, 1920, at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, SEPTEMBER 30TH, to WEDNESDAY, OCTOBER 20TH, both days inclusive.

JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, September 16th, 1920. 1505

R. A. O. B.

HARRY BRITTELL LODGE, No 2680.

A WHIST DRIVE and DANCE

will be held in connection with the Lodge on THURSDAY, SEPTEMBER 30TH, 1920, in the R.A. THEATRE, VICTORIA BARRACKS, Commencing at 7.30 P.M. sharp.

Entrance Fee ..... 50 Cents.

Refreshments Provided. Band in Attendance.

F. CLAPHAM,
Hon. Secretary.
[1541

PREPAID "WANTED" ADVERTISEMENTS.

ADVERTISEMENTS of the "Wanted" variety will be inserted under the above special heading at a charge of

$1.00 FOR THREE INSERTIONS

if they do not exceed 25 WORDS in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Advertisers requiring their advertisements under this head must give instructions accordingly, otherwise the advertisements will be regarded as intended to be displayed and charged at the usual rates.

Letters are lying at this Office for Boxes P. Q. AD., AP., AW.

INTERESTED—Your letter received without address. Write again. Will settle.—H.S.K. 66

POSITION WANTED.—By a youth as SALESMAN in an English Store. Experience for the last 5 years in Provisions, Patent Medicines, Perfumery, Cigarettes and Tobacco. Reply Box AZ. *Daily Press* Office. 64

WANTED.—Englishman, Highest Credentials, Seeks Position with Commercial House. Preferably Hongkong. Sound Australian, English Commercial Wholesale and Retail Experience. Reply Box BA. *Daily Press* Office. 66

WANTED.—Married couple, English, desire FURNISHED HOUSE or FLAT during whole or part of 1921. Peak or middle level. Please reply to Box BB, *Daily Press* Office. [67

WANTED.

WANTED position by an experienced Export man who is also well acquainted with Piecegoods and General Import. Able to correspond in the most important commercial languages: perfect knowledge of Chinese. Can bring good Foreign connections. No objection to outports.

Apply— Box 1355,
Care of "Daily Press" Office.
[1355

FOR SALE.

LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwellings.

For full particulars apply to—

LINSTEAD & DAVIS,
Alexandra Buildings.
Hongkong.
[1385

FOR SALE.

UP-TO-DATE newly built Five-Roomed BUNGALOW at Pokfulam. H. & C. Water, English Range, Tiled Floors, Electric Light, Tennis Court Flush Lavatories etc.

Apply—

C. H. WILSON,
c/o MESSRS. ROBERTSON, WILSON & Co.,
Beaconsfield Arcade.
[1543

FOR SALE.

TWO LANCASHIRE BOILERS, length 28 feet, diameter 8 feet, diameter of furnace (two) 3 feet. Working pressure 100 lbs per sq. inch. Constructed by Messrs. LINDSAY, BURNET & Co., Govan, Glasgow. In good order and condition. Complete set of fittings with each boiler.

Apply—

BUTTERFIELD & SWIRE,
Hongkong.
[1544

BANQUE INDUSTRIELLE DE CHINE

(A FRENCH BANK).

CAPITAL PAID-UP AND SURPLUS

Frs. 105,000,000.00

The organisation of the Bank enables it to open CURRENT ACCOUNTS and to accept FIXED DEPOSITS in local currency and ANY FOREIGN CURRENCY.

These accounts and deposits may be converted AT ANY TIME without ANY CHARGE in ANY OTHER CURRENCY.

Apply for terms and particulars:—

HONGKONG BRANCH,
Queen's Building, 5, Chater Rd
[1488

PALACE HOTEL, KOWLOON.

"Corner of Haiphong & Hankow Roads," T.A. "PALACE." Telephone No. 1.

TWO Minutes from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date, in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD-ROOMS.
TERMS MODERATE.

Special Arrangement for Families on Application to—

J. H. GIBBERT,
Proprietor.

INTIMATION

It is generally admitted that most Whiskies have now a "Post-War Weakness."

It is claimed that

WATSON'S

E

WHISKY

still maintains its high standard of quality. The same blend, same good old age—mellowness, character and fine flavour—Forty years' reputation.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

[11

BIRTH.

THOMPSON.—On September 27th, at the French Hospital, to Mr. and Mrs. FRED G. THOMPSON, a daughter.
[1549

HONGKONG OFFICE: 10A, DES VOEUX RD, C
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, SEPTEMBER 29TH, 1920.

THE POLITICAL SITUATION IN CHINA.

IT is not yet plainly apparent that much has been achieved in the way of unity, peace and concord in China by the overthrow of the Anfu military party a few months ago and the subsequent reconstruction of the Cabinet. Great things were expected to follow immediately. Firstly we were to have peace between North and South, as an essential preliminary to a great effort to reorganise the nation on lines conducive to progress and development and, above all, financial stability. How the South at present stands towards the North is rather difficult to make out. No fighting has taken place as between North and South for upwards of two years, and all this while discussions have been going on nominally between representatives of the two sides with a view to finding a basis of agreement in regard to the political issues which divide them. It is not surprising that nothing has come of these negotiations so far, for there is obviously no unity in the Southern party. The South is a house divided against itself. Many of the leaders who initiated the separatist movement quitted Canton for Shanghai long ago and are obviously entirely out of sympathy with the men who have since formed the "Military Government" of Canton. Yunnan has its own "Government," and in the province of Kwangtung we have the melancholy spectacle of civil war in progress on a reduced scale. Cantonese troops are fighting Kwangsi troops for supremacy in the province and anarchy and ruin prevail over large districts of the province as a result. There is no security for either life or property. What hope there can be in these circumstances for a national settlement by negotiation we are unable to discern. Dr SUN YAT-SEN and his friends WU TING FANG and TANG SHAO YI are backing the enterprise of CHAN KWONG MING who has just succeeded in ousting the Kwangsi party from Canton. Dr. SUN also is associated with SUN HUNG-YI, who was Minister of the Interior in the Tuan Cabinet, in denouncing in the vernacular press of the North the President of the Republic for what they allege to be his monarchical leanings, and for "double-dealing" as between the so-called Chihli and Anhui factions in the recent civil war around Peking. The two SUNS call upon the Chinese people to remove Mr. HSU and and appoint as Chief Executive "a man who will exercise his constitutional powers and functions without leaning on any particular military clique." It is a noteworthy coincidence that it should be reported at the same time that "the remnant of the Anfu Club" who, we are told, are still to be reckoned with as important factors in the situation in the Yangtze Valley and Coastal provinces, are believed to be plotting the downfall of the President in the hope that the leaders of the party now in hiding may be pardoned by a new President, according to precedents already created in China! From Peking it has been reported recently that Marshal TUAN'S bodyguards at his private residence have been changed by order of the Government. There has been a persistent rumour that the military governors whose sympathies were with the Anfu Club have been in communication with the Kuomintang leaders, notably those of Yunnan and Kwangtung, for the purpose of organising opposition to the Chihli-Kuangsi combination and that this explains the close watch which the Government is maintaining over Marshal TUAN. The old Anfu leader, however, is described as downhearted and pessimistic about the political situation and absolutely refuses to discuss politics, even with the President, whose invitation to the Palace he recently declined. He has announced his intention to retire to some secluded village far from the madding crowd of political schemers. But we know from many examples in quite recent history in China how ample news of political machinations reach the most secluded parts of the country and how hermits have a habit of returning to the political stage when there is a clear call. It is evident that the Government is closely watching every movement pointing to a hostile development, and it is to be hoped that if occasion arises, the proof will be forthcoming that China at last possesses a Government at Peking worthy of the confidence which has been expressed in it. But it must be confessed that the outlook is yet dark and uncertain.

The Amateur Dramatic Club are advertising for helpers in a proposed autumn production.

One case (one death) of enteric fever was reported in the Colony during Sunday and Monday.

Mr. E. S. Cunningham, U.S. Consul-General at Shanghai, has gone home on six months' holiday.

A fixed deposit receipt for $64,000 has been lost. An advertisement in regard to it appears in another column.

The Canton Military Government has decided to contribute $16,000 for famine relief in the northern provinces.

The Chinese, who was charged with throwing corrosive acid on a woman and her son, has been committed for trial.

The Police have arrested two men who are alleged to have been concerned in the murder of a hawker, following a quarrel.

The Rt. Rev. Geoffrey Durnford Ilsley, D.D., who went to England for the Lambeth Conference tendered to the Archbishop his resignation of the Bishopric of Shantung. Dr. Ilsley has been offered the vicarage of Lincoln.

Mr. Leo Allen Bergholz, the American Consul-General at Canton, is leaving for home on furlough on September 29th, and Mr. Walter A. Adams, the Vice American Consul, will be in charge of the American Consulate during his absence.

A Chinese school boy, 18 years old, living at No. 7, Glenealy Road, was removed to the Government Civil Hospital on Monday, suffering from injuries to his head caused by running into a stone wall while riding a bicycle in Caine Road.

H.M.S. *Alacrity* (Commander R. R. McCowen, D.S.O.) flying the flag of Vice-Admiral Sir Alexander Duff, K.C.B., Commander-in-Chief, China Station, and H.M.S. *Hollyhock* were at Shanghai last week. Both ships were going up to Hankow.

Dr. Paul S. Reinsch has resigned his position as legal adviser to the Chinese Government, giving as the reason for his resignation the necessity of returning to the United States to conduct his campaign for a place in the United States Senate from Wisconsin.

The King has conferred the Albert Medal upon Mr. David Fraser, chief engineer, and Mr. Aaron Edward Higgins, third engineer of the str. *Melville Dollar*, for bravery when on August 27th last year at Hongkong the main steam pipe burst, killing the second engineer and five Chinese seamen.

A Chinese, 35 years old, was admitted to the Government Civil Hospital, on Monday, suffering from extensive injuries, caused through being knocked down by motor car No. 167 while driving a truck in New Laichekok Road, near the Takshunleung Village. His condition is considered serious.

Imprisonment for two months and a fine of Y.50 was the judgment rendered against Mr. Zembei Nomura in the Tokio Court of Appeals for having written an article entitled "From Authority to Freedom" in the March number of the *Chugai Jiron*. The opinion of the Court was that the article tended to violate the Constitution. The execution of the sentence was postponed for two years.

Two packages of newspapers from Amoy were found, on inspection at Manila Post Office, to contain Pesos 1,000 worth of morphia. An agent tried to get someone to accept the package at the address given, but they told him to "leave it and they would endeavour to locate the owner." This, of course, was not done. No arrests were made. It is the third case of its kind in a month.

It is understood that the Chinese Commissioner for Foreign Affairs at Hankow has been instructed to make arrangements with a view to taking over the Russian Concession. Such a step coupled with the possibility of the abolition of Russian extra-territoriality is regarded with grave concern by foreigners residing in the British, French and Russian Concessions, says Reuter's Hankow correspondent.

Yeh Kung-chow, the Minister of Communications, has resolved to carry out his old scheme of constructing a central station at Peking for the Peking-Mukden, Peking-Hankow and Peking-Suiyuan Railways, and has instructed the Vice-Minister and the Chief of the Railway Department to furnish plans and carry out surveys as soon as possible. The Minister has also instructed his sub-ordinates to provide plans and estimates for a new bridge over the Yellow River for the Peking-Hankow line.

As a result of a shooting affray at Whitfield Barracks, Kowloon, on Monday morning two Indian soldiers were wounded. It appears that a havildar, who was on guard duty, rushed out of the guard room with his rifle and took aim with the intention, it is alleged, of shooting the subedar. Another sepoy promptly mustered ten other of his comrades and attempted to disarm the guard. The guard opened fire and a bullet struck the sepoy in the foot, but one of the latter's companions fired at the guard, shattering his arm. The injured men were removed to the military hospital.

The preliminary investigation with regard to the census in Japan has commenced. Nearly five hundred members of the Census Committee have begun operations in Osaka. The city of Osaka alone has spent a quarter of a million yen on the preparations for the census, which will be carried out on October 1st. Striking posters have been placarded on all available spaces in the city, including the interior of street cars, asking the citizens to assist in this, the first national census. Frequent meetings are being held throughout the country, at which census officials explain the importance of the undertaking. The leading newspapers are also giving their active support to the movement.

With regard to Mr. Geo. L. Shaw, of Antung, who is in prison at Seoul for an offence which has not yet been publicly stated, the *Japan Chronicle* learns that he is now allowed to receive and read books which are sent to him by the foreign residents at Seoul, and also, it is believed, by members of the staff of the Consulate-General; furthermore, his meals are sent in to him at suitable hours from the Chosen Hotel, and he has been provided with his own bed and bedding in his room at the jail. It is very satisfactory to learn that steps have now been taken to make Mr. Shaw's lot as tolerable as possible. No information has yet been received concerning the date when the preliminary court will announce its decision or a public trial take place.

CABLES

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

NEW FRENCH PRESIDENT.

POPULAR SUPPORT FOR M. MILLERRAND.

PARIS, September 24th.

A Havas message says:—

All papers, a few Socialist journals excepted, are unanimous in expressing the deepest satisfaction at the outcome of the Presidential election which, they say, conclusively shows that France is repudiating party strifes and wrangles and has adopted a policy of order and work and social progress.

Le Gaulois perceives the dawn of a new Republican era.

Le Journal writes: The imposing majority given to M. Millerand invests him with the power to carry on the task undertaken as Premier. France, now, has a head whose persuasive and firm authority will ensure governmental action harmonious in its continuity.

From France's remotest districts, reports are piling up in the Havas office testifying to the unanimous satisfaction over M. Millerand's election.

Important and leading provincial papers join in with the Parisian Press in viewing the election as the happiest event of the times and in regarding M. Millerand as best qualified to uphold France's prestige and to insure her prompt economic rehabilitation, eulogizing the clear-mindedness and will power of the new President, who, as Premier, secured for France the benefit arriving from the Peace Treaty and stopped the onrushing anarchy short, thus ensuring for France the present unparalleled tranquillity amidst disturbed Europe.

Public opinion in Paris and the provinces is unanimous in regarding that the election was prompted solely by patriotism and the spirit of national union, as a fit answer to popular aspiration and boding well for the future.

Papers in Alsace-Lorraine and in the devastated regions are most sanguine in greeting the elevation to the highest office in the country of a man who in a few months as High Commissioner succeeded in re-vivifying, re-organizing and putting in tune again with the Mother Country provinces curbed for fifty years under the Prussian yoke.

A leading paper in North France pertinently sums up the unanimous impression, stating that M. Millerand was actually pushed into the Elysee palace by the nation's consensus of opinion, as the nation felt that a strong-willed man was needed there.

ELECTED ON HIS OWN TERMS.

LONDON, September 26th.

A striking departure in connection with M. Millerand's election, which passed almost unheeded here, is the fact that he was elected upon his own terms and not as a figurehead. He intends in future, by reviving a number of powers which the Constitution gives a President, but which for a long time remained practically a dead letter, to be the actual Chief Director of the State and its policy. As an example M. Millerand holds that Article VIII. of the Constitution affords the president power to negotiate and ratify a treaty. Hence it is thought that he is likely to take an active part in the direction of France's foreign policy. It is also declared that he is likely to overshadow the Premier as much as the American President dominates the Cabinet. The new President is a Socialist by origin, yet has arrived at a position of almost monarchical authority and prestige as such are known in countries where the Crown actively participates in the direction of affairs. Anyway it is confidently anticipated that the changes will but help to solidify Anglo-French relations.

NEW PREMIER'S DECLARATION.

PARIS, September 25th.

A Havas message says:—

The remarkable ease and rapidity with which such an elaborate operation as reshaping the Cabinet was carried out in a few hours are enthusiastically commented upon by most papers who unanimously approve the choice of Senator Leygues as Premier.

In the afternoon, a Presidential message was read in the Senate and in the Chamber of Deputies. The message acknowledges that the clearly-expressed desire of the National Congress is for the Government to continue the same policy as before, adding that the present most urgent task is to exact strict execution of the peace treaties, the Versailles Treaty, especially being the new charter of Europe and the world. Every plan of social reform is entitled to examination but none, in any case, will be imposed upon the people by violence.

The new Premier then read a declaration, stating that he will continue his predecessor's policy and see to all the treaties being carried out.

The Chamber adopted by 507 votes against 80 a motion expressing confidence in the Government.

SOCIALIST COMMENT.

PARIS, September 26th.

The Chamber, except the Socialists, heartily applauded M. Leygues' ministerial declaration.

An uproar was caused by the Socialist, M. Braecke, suggesting that M. Millerand had chosen the ministers—a statement which M. Leygues hotly repudiated.

The Socialist, M. Berthon inquired whether the Government intended to co-operate with Labour and complained that many Trades Unionists had been imprisoned for weeks and months without trial in order to break the strike for the nationalisation of transport.

M. Leygues declared that France would never forget Russia's immense services at the beginning of the war. France had not intended interference with Russia but material aid for the reconstruction of Poland was in accordance with French tradition. He asserted that the Chamber approved by a large majority the previous Government's labour policy and appealed for union on the home front.

The session closed with a vote of confidence.

U.S. TRADE OUTLOOK.

RETURN OF SANITY.

WASHINGTON, September 26th.

The Statistics Committee of the Chamber of Commerce of the United States predicts good business for the remainder of the year, despite some disturbing factors in the outlook. It says that buying in August was on a liberal scale, but on a sober basis of needs, as contrasted with speculative purchasing in July.

U.S. BANK CLOSED.

BY ORDER OF AUTHORITIES.

BOSTON, September 26th.

By the order of the authorities, the Cosmopolitan Trust Company, which has deposits of five million dollars and branches abroad, has been closed. This is the fifth banking concern closed in Boston since the arrest of the Italian financier, Ponzi, on a charge of larceny.

Ponzi claimed that he could by manipulation of international postal coupons return to clients 50 per cent. on their money in ninety days. His liabilities are reported to be $7,000,000.

THE POLISH SITUATION.

LONDON, September 25th.

Meanwhile, the Lithuanian-Polish tangle is intensifying. The Poles have notified the League of Nations denouncing the Lithuanian armistice, on account of Bolsheviks massing troops on Lithuanian territory against the Poles, and the Poles have begun a new offensive against the Lithuanians and occupied Kopocown. Simultaneously, the Lithuanians have appealed to the League of Nations requesting immediate intervention to stop the new Polish aggression.

OBITUARY.

NEW YORK, September 26th.

The death is announced of Mr. Jacob H. Schiff, the well-known banker.

Little Albert's eldest sister had been married some time, and her fourth infant had been joyously welcomed.

When Albert was informed of the event, one of his aunts told him, in an impressive manner, that he was now an uncle for the fourth time.

Rather excitedly, the little fellow answered:

"Goodness me, if things keep on I'll soon be a grandpa!"

EARLIER CABLES.

BOLSHEVIK PROPAGANDA.

WITH PROCEEDS OF CONFISCATED RUSSIAN JEWELS.

LONDON, September 23rd.

The *Observer* discloses revelations that the *Daily Herald* Russian jewel transactions are an infinitesimal part of an enormous Russian plan to raise funds for world-wide propaganda by a systematic confiscation throughout Russia of all jewels. M. Kameneff originated the scheme in April, 1918, which was elaborated by a Polish diamond merchant, involving a house-to-house search and confiscation of jewels. These were carefully graded and selected parcels were sent all over the world for disposal in a prearranged and careful manner. Germany and America already had a large share while a number of parcels have already been sold in Japan, France, England and Holland. The discovery of the *Herald's* transaction was due to the stupidity of the agents insisting on payment in English currency. Moreover, several recent visitors to Russia from England have already returned with Bolshevik propaganda and jewels. The Soviet officials on the frontiers call these folk "brilliant chiks." The Soviet Jewel Department is very active in the East. Kemal Pasha already has a number of beautiful stones.

AERIAL ACCIDENT AT HARROW.

FURTHER DETAILS.

LONDON, September 26th.

The aeroplane crashed within five minutes of leaving the North Holt Aerodrome and five persons on it were killed outright. There was a slight mist. The flight was a short trial spin preparatory to afternoon passenger flights and the victims were being given a complimentary free flight. The sole survivor is a girl of fourteen who lies unconscious. One of the killed was Miss Isolda De Trafford, the first woman aviator to pass the Air Ministry's tests. She was called "the flying genius" and was accustomed to do all sorts of stunts.

THE IRISH SITUATION.

RIOTING IN BELFAST.

LONDON, September 26th.

As a result of renewed rioting in Belfast early this morning one constable and three civilians were killed, and two constables were seriously injured. There are other disturbances in many districts, including fierce stone-throwing. The curfew order is being reimposed.

FURTHER PARTICULARS.

LONDON, September 26th.

It appears that civilians fired on a police patrol. One constable was killed and two were wounded before the attack was repelled. Three civilians were killed apparently as a result of sniping during the subsequent disturbances. Altogether six persons are in hospital. A number of other injured persons were treated in their own homes.

THE "HUNGER-STRIKING" MAYOR'S PRIVILEGES.

LONDON, September 26th.

Mr. MacSwiney during the day and night hitherto has had one relative or another keeping constant vigil at his bedside. It is reported that the authorities have now withdrawn the privilege. Mr. MacSwiney has been removed from the ward where he laid for forty days and has been transferred to a special room, which is carefully guarded. Relatives are permitted to speak to the patient through bars in the locked door.

FAR EASTERN CABLE NEWS.

STAMPEDE AT A SHANGHAI PLEASURE HOUSE.

FRIGHTFUL SCENES.

[BY COURTESY OF THE "CHINA MAIL."]

SHANGHAI, September 25th.

A grave disaster occurred in the Flower World, a Chinese pleasure establishment on Monday night. A fire in the kinematograph led to a stampede. Bodies were trampled on the staircase.

The stampeders resembled wild beasts tearing, clawing, and biting. The fire brigade pluckily controlled the crowd at personal peril. Two were killed and the recovery of many who were removed to hospital is doubtful. It is estimated that two or three thousand people were inside the building during the disaster.

ALARM AT CANTON.

A PROCLAMATION DROPPED FROM AN AEROPLANE.

CANTON THREATENED WITH AERIAL BOMBARDMENT.

An aeroplane, supposed to have been sent by the Pacification Commissioner of Kwangchow, dropped many circulars into Canton on Monday afternoon, September 27th. A rough translation of the circular by the *Canton Times* reads as follows:—

"As a special warning to all whom it may concern, I, the Pacification Commissioner of Kwangchow Districts, being commissioned by Administrative Directors Sun, Wu, and Tang, and Commander-in-Chief Chen Chiung-ming of the Cantonese Army, will this day, by land, sea, and air, attack the Kwangsi clique and restore Canton to the Cantonese, ousting the traitors Tsen Chun-hsuan, Lu Yung-ting, and Mr. Yung-hsien. All Cantonese and friendly troops should cooperate in the removal of all those harmful to the people.

"Now Aeroplane No. 1 is sent to Canton to advise the people to rise up within two days, to arrest the persons mentioned, and to welcome the return of the Cantonese Army so that proper action may be taken against the guilty parties. All Kwangsi military officers, if they will turn against the traitors, will be well treated by me, the Commissioner.

"Unless the foregoing advice is carried out, I, the Commissioner, shall order a large aviation corps to attack Canton and drop bombs into the city and cause great harm to the public. Kindly take this warning to avoid possible sufferings."

Canton is evidently in a state of consternation and crowds of people are leaving the city. As usual in such disturbances, great quantities of valuables have been moved by Chinese into the Shameen for safe custody by foreigners.

The population of the city began to realise the danger of the situation on Monday when they learnt that General Li Fook Lum had suspended the service on the Canton-Samshui railway in order to stop the arrival of further Kwangsi troops. By noon nearly all the important shops had closed.

At 2.15 General Li Fook Lum, Defence Commissioner of Kwangchow and Waichow, with troop headquarters at Honam, Canton South, declared independence from the administration under Mr. Yung-hsien by displaying white flags and issuing a proclamation of his sympathy with the policy of Chen Chiung-ming and advising Mr. Yung-hsien to comply with popular opinion by surrendering his power to the Cantonese.

Shekwaitong was fortified by General Li Fook Lum's men, and river gunboats manifested sympathy with the movement.

Mr. Yung-hsien, the Military Governor of Kwangtung, has been advised from several quarters, including, it is said, some of the foreign Consuls, to resign and hand over the military administration to the Cantonese.

The Provincial Assembly was convened yesterday with a view to mediating between the opposing forces, in order to avert fighting in the city.

The Bocca Tigris fort is in the possession of Chen Chiung-ming's forces.

At a meeting of influential people held on a houseboat at Dutch Folly it was decided to ask Mr. Yung-hsien to leave Canton not later than 8 o'clock yesterday morning, and General Ngai Bong-ping was nominated Acting Tuchun. General Ngai is the Commissioner of Police.

Three or four bombs have been thrown in various parts of the city and there has been some looting, notably of the gold and silver-smith's shops in Sui-si Street, but so far there is no news of any serious fighting.

REFUGEES FROM CANTON.

OVER 3,000 ARRIVE.

The Canton steamer wharf was besieged by a large crowd of relatives and friends, yesterday afternoon, awaiting to welcome refugees from Canton. By the time the *Heungshan* was moored the crowd assumed such enormous proportions that traffic was more or less held up. It is stated that over 3,000 refugees landed in Hongkong and the rickshaw and chair-coolies reaped a rich harvest. The reason for this migration is due to the disturbances in the surrounding districts of Canton and the unsettled state of the city itself, consequent on various rumours, one of which was to the effect that a number of aeroplanes belonging to the opposing faction were flying over Canton and dropping bombs.

DISTURBANCE ON CANTON WHARF.

A Chinese was charged before Mr. A. Dyer Ball, yesterday, at the Magistracy, with causing a disturbance on the Canton wharf.

Inspector Moore, who prosecuted, said that some Kwongai men arrived at 9 a.m. yesterday from Canton on the s.s. *Poshan*. As soon as they landed on the wharf the defendant and several hundreds of wharf coolies set upon the strangers, and handled them very roughly. A Chinese detective, who was on duty in the vicinity, intervened and arrested the defendant. As the detective was escorting the Kwongai men to their boarding house, the crowd of coolies which followed them, assaulted the detective. The Kwongai men ran away, leaving the detective to handle the crowd alone. In spite of the attacks of the crowd, the detective pluckily stuck to the prisoner until assistance came, when the crowd dispersed and the prisoner was taken to the station without further incident.

The Magistrate enquired what was the objection to the strangers landing in the Colony, and the Inspector explained that it was all on account of the fighting between the Kwongtung and the Kwongsi troops in China. The police had had a lot of trouble quelling these disturbances which had been a frequent occurrence for the past two months.

The Magistrate inflicted a fine of $50, or one month's hard labour.

U.S. DEFLATION PROBLEM.

SERIOUS HINDRANCES.

EFFECT OF RAILROAD CONGESTION.

The *Times* New York correspondent writes:—

It is beginning to be clear that without an almost catastrophic change in financial conditions there will be no deflation in the United States in 1920; definition, that is, in the popular sense of reduction in the volume of outstanding credit. The best that the Federal Reserve Board can hope for, apparently, is that whatever increase over the present volume of credit occurs will be borrowing for "essential" purposes. What is, or is not, "essential" the Board has felt bound to leave for decision by the several Federal Reserve Banks. It has recognized explicitly that no hard and fast definition of universal application can be drawn, so that inevitably in some reserve districts there will be borrowing permitted which in others would be taboo.

Perhaps there would have been deflation by now if there had been no unusual congestion of traffic on the railroads. As it is, the railroad congestion has "frozen" vast amounts of credit; it has delayed or postponed indefinitely the liquidation of goods and commodities. Allowing that there has been a change in the trend of American business, that the peak of after-war activity and of high prices has been passed, it would nevertheless seem to be a fact that the descent of the business balloon must be very gradual indeed. The machinery of distribution is very badly out of gear. Demand and supply over the country as a whole are not interacting and mutually regulatory. There is an abnormal amount of lost motion in a great many lines of American business, between buyers and sellers a continual loss of contact. Orderly processes in merchandising have been forgotten, or thrown into confusion by speculation and by the uncertainty over the outcome of future bargains.

RESERVE BOARD'S PLANS.

Just as the country was beginning to comprehend the purpose of the Reserve Board's programme of deflation and to make reluctant admission of its desirability, the railroad congestion came along to defeat the plan, or at least to postpone its operation. It had been calculated by the Board that there could be brought about a very marked reduction in credit and currency if only there could be forced the liquidation of goods and commodities held for purely speculative purposes. Well, a good deal has been accomplished in that direction. There have been unprecedentedly large sales, at large reductions in prices, of boots and shoes and leather, of woollen goods and clothing, of silks and of men's furnishings. But the volume of credit and of currency remains almost what it was. The railroad congestion arrested the flow of goods and commodities in general. Unable to get their products to market, farmers and manufacturers had to postpone payment of their bank loans. The "freezing" of credit, which had occurred intermittently throughout the winter as the result of strikes at railroad clearing points and at seaboard terminals, began again.

CROP-MOVING REQUIREMENTS.

Now, at the beginning of the crop-moving season, with a promise of bumper crops, the banks, and the reserve banks behind them, are threatened with an overtaxing of their powers. It is true that in recent weeks the reserve banks have slightly improved their position, mainly through gains in gold. On July 23rd the reserve ratio was 44.4 per cent. as against 43.8 per cent. at the beginning of the month. But rediscounts for the whole country had been reduced only $110,000,000 in the period, and reserve notes in circulation only $69,000,000 from a high record of $3,180,000,00. A year ago, at this time, there were $3,506,000,000 reserve notes outstanding, and between August 1st and the first week in November—the crop-moving season—they increased $300,000,000. Two years ago, for the corresponding period, there was an increase in the circulating notes of $650,000,000. This year there can be no increase equal even to the 1919 expansion without touching the top limit of possible circulation, taking into consideration reserve requirements; and an increase like that of 1918 will be out of the question unless the Reserve Board decides to suspend or reduce the reserve requirements.

In the July bulletin of the Federal Reserve Board it was said:—"Credit contraction is sometimes alleged as a prime cause of the reduced volume of business. But the total amount of credit available cannot be cannot said to have been restricted. There exists rather an abnormal demand for loans due to freight congestion and inability to make shipments. It is the generally accepted opinion that if the transportation problem can be solved, present hindrances to productive activity will largely disappear." But will the transportation problem be solved? And if so, in time to meet the peak of the crop-moving load? Those are questions the Reserve Board does not answer, though it implies affirmative replies to both. The country at large is not so sanguine, probably because it has heard continually reiterated the statement that it must be months, if not more than a year, before the railroads can hope to get delivery of sufficient equipment to handle the traffic offered to them.

BANKERS' VIEWS.

There are widely diverse ideas among the country's leading bankers, too, as to what continued deflation will mean. Mr. James S. Alexander, president of the National Bank of Commerce in New York, said recently:—"The crop-moving season, during which the country's credit requirements reach their maximum intensity, is now close at hand. Because of the many difficulties of transportation, it may be expected that the volume of credit needed this year to finance crop marketing will be larger than usual. While the traffic movement has improved steadily, sufficient relief can hardly be expected to the extent necessary to permit of the desired easing of existing congestion and the resumption of a normal movement of agricultural staples in the fall. The crops, to an unusual extent, may have to be held this year. Beyond experience has demonstrated fully the effect of any interference with orderly commodity shipments in tying up an enormous volume of credit. While credit will be available to meet the country's essential requirements, there continues to be no prospect of its being available except for such use."

A Chicago banker, on the other hand, argues that railroad congestion is exactly what is going to keep the country from an undue credit strain in the fall, because, he says, there will be no crop-moving demands from crops that cannot be moved. The argument is absurd enough and is repeated only to show what confusion of counsel exists.

POSITION OF THE RAILROADS.

Railroad congestion seems bound to continue. It has come not only from a lack of cars and locomotives, but also from the low morale of working forces and from intermittent strikes and sabotage. The congestion is far worse than was obvious when the railroads were handed back to their owners in March that there were some difficult months and perhaps years ahead. This was because the Government had not carried out its promise made on assuming control of the roads to return them in as good condition as when they were taken over, and because in the two years of Government control discipline among railwaymen had been sacrificed to political expediency. Furthermore, the war necessities of the Government required the obliteration of old channels of traffic and often the destruction of technique in management which had taken years to perfect. With Government control over, the railroads, naturally, were at once engaged in a struggle to regain lost advantages or to maintain for themselves the financial acquisitions of the war period. Co-operation was thus at a discount, and at the very time when, with the largest volume of business offering that there ever was in the country's history, it was most essential that there should be efficient employment of railway facilities which were at most inadequate.

HANDICAPPING INDUSTRY.

As it is, the railways are losing money, though handling the biggest traffic ever known. Under the income guarantee provisions of the Transportation Act (which are effective until September 1st) they cost the Government in April $100,000,000. That is, they fell behind $25,000,000 in operating income, and the Government's guarantee for the month is approximately $75,000,000. In the first four months of the current year their actual operating income was only $3,500,000, though their operating revenue from about 1¼ to 1½ billions of dollars. Their ineffectual service is handicapping industry. Labour is dissatisfied. Banking is embarrassed. The railway troubles have their ramifications all over the country and even across the oceans. It is because of railway insufficiency that there exists now a virtual embargo on coal exports. The coal is needed for New England and the North-West. Cars were so much in demand for the coal industry that the steel industry suffered. Finished products piled up at the steel plants until 1,500,000 tons were awaiting shipment—in cars that were unavailable because they had been commandeered for the coal operators. There had to be wholesale curtailment, in consequence, of production in the steel plants and a blowing-out of furnaces. Meanwhile, in Illinois, when coal cars were not promptly forthcoming, the coal miners struck work. It was their grievance that they could not take advantage of a new wage scale because there was not work enough for them to do. Illustrations could be given indefinitely to show the interference with normal business processes the railroad congestion is causing.

JAM COMBINES.

TRUSTS COMMITTEE AND CURE FOR HIGH FRUIT PRICES.

A report on fruit prices is submitted by a sub-committee appointed by the Standing Committee on Trusts under the Profiteering Act. The Committee were appointed to inquire into the existence of a combine and into the effect of any such combine on the price of fruit.

The Committee find that although certain trade amalgamations have recently been effected among jam and preserve manufacturers—the largest being Messrs. Crosse and Blackwell—there is no combine in a position to control the jam trade. There is every indication of keen competition among growers and distributors. The abnormal conditions in the fruit supply in 1919 were largely contributed to by the co-operative societies, who continually purchased fruit at high prices and thus obtained undue supplies. Messrs. Crosse & Blackwell paid due regard to the wishes of the Food Controller, and refrained from purchasing at high prices.

The high prices for fruit during 1919 were due to crop shortage, keen public demand, and scrambling among individual traders for supplies. In certain cases forward contracts for fruit made by traders were of a speculative character, and tended unduly to raise prices. The main remedy for the present situation is increased production.

Mr. W. H. Watkins in a minority report maintains that the high prices of 1919 were due to speculative contracting and buying, and that this speculation was induced by fear of the possible operations of combines. Government action is necessary to protect the public against the possible higher cost of fruit resulting from the formation of [illegible]

MACAO'S POPULATION.

The population of Macao according to the census made in February last was as follows:—

Chinese	73,077
Portuguese	3,535
Other nationalities	260
Total	76,872
On land	69,919
On Sea	6,953
	76,872

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SCOTTISH SPORT.

CRICKET SEASON CLOSING.

START OF ASSOCIATION FOOTBALL.

[FROM OUR OWN CORRESPONDENT.]

August 18th.

Having failed to secure the title of Champion County, Clackmannanshire has secured the second honour by defeating Aberdeenshire with the narrow margin of 7 runs in a game in which the bowlers always held the upper hand.

Only one game—Stirling County v. Aberdeenshire—remains to be played, and on it depends the wooden spoon of the competition.

With each succeeding week the struggle for the Western Union Championship becomes keener. All the three leaders have won their games, and the result is open for Ayr, Clydesdale, and Uddingston. Ayr, with only one game to play, are in a strong position, and are the most likely side to come in on top.

COUNTIES CHAMPIONSHIP.

Clackmannan County, 102; Aberdeenshire, 95.

Stirling County, 143; Fifeshire, 87.

WESTERN UNION CHAMPIONSHIP.

Clydesdale, 110; Police, 81.

Uddingston, 259 for 6; West, 110.

Ferguslie, 148 for 2; Kilmarnock, 94.

Ayr, 113 for 6; Greenock, 109.

CLUB MATCHES.

Grango, 151; Leith Franklin, 55.

Drumpellier, 202 for 8; Glasgow University, 92.

Glasgow Academicals, 122, Heriotonians, 114.

Stewartonians, 209 for 5; Brunswick, 51.

Forfarshire, 120; Arbroath, 89.

Perthshire, 115; Kirkcaldy, 51.

ATHLETICS.

The athletic season of 1930 will be remembered more by the extraordinary number of competitors than by the high quality of the performances. The rank and file have shown no outstanding ability and little promise for the future, but by contrast there has been some brilliant distance running by James Wilson, who in the 10-miles championship created a series of records; while D. Phin's record in the 1,000 yards at the Rangers' sports was also a notable event. One would like to see more of Ivan Tait, the new champion at 100 yards, but he does not seem to take athletics very seriously.

ASSOCIATION FOOTBALL.

Although the Association football season will not be in full swing until the end of the week, several of the clubs have opened their League Campaign. The officials are wise to make an early start. With a 22-club points competition, Cup ties, and Internationals, there is sure to be congestion before the month of April comes round.

The following are the results, none of them of a sensational character:—

Clyde, 5; Clydebank, 0.

Albion Rovers, 0; Raith Rovers, 1.

Motherwell, 4; Hibernian, 2.

Falkirk, 2; Dundee, 2.

Queen's Park, 2; St Mirren, 2.

Rangers, 4; Airdrie, 1.

LADIES IN MEN'S GOLF.

The entry of lady golfers into the competitive realm hitherto reserved for mere males has resulted in a somewhat chastening experience. Emboldened by precedents at Cruden Bay and Broadstairs, four ladies competed in a St. Andrew's open tournament, but none of the quartette qualified for the match play. Two tore up their cards, Miss Griffiths, of Sunningdale, and Miss Sherwood, of America; but Miss Cheney and Miss Elsie Kyle persevered to the end; Miss Kyle, indeed had a score which compared very favourably with many of the cards returned by golfers of the other sex. A London journalist, who is prone to seize on an incident to lay the foundation for a readable column, found his "story" at the eleventh hole when following the fortunes of Miss Griffiths, who is a pupil of Jack White's. Miss Griffiths hit a brassie shot to this hole, says the argus-eyed chronicler, about as far as one can throw a ping-pong ball, then he tells of the lady tearing the scoring card, bristling with 8's and 7's, and how its scattered fragments found a refuge in the Eden. It seemed an act full of symbolism to him signifying the exit of the ladies as serious competitors to the male sex. Their appearance in these events may be regarded, however, as likely to multiply, and the day may come when card fragments will now be given to the sport of the waves.

The tournament resulted in a popular local victory. Mr. Denys Kyle, of St. Andrew's University, carrying off the challenge vase. The runner-up was Mr. R. A. Cruickshank, of Turnhouse. Mr. Ian Munro, Strathpeffer, was the former holder of the trophy.

GOLF BOOKIES.

Small private wagers of no importance have always been a feature of golf. But of late the professional bookmaker has made an incursion into the game. At Muirfield Championship Week quite a number of people received copies of a circular from a firm of turf accountants, who offered to lay odds, varying in length against any competitor for the Amateur or Open Championship. They were willing to bet with anybody, demanding no introduction or references, and they set no limit to the amount their clients might stake.

THE IRISH.

MR. BALFOUR'S DIAGNOSIS.

With Ireland in the throes of a revolution, it is of interest to recall the diagnosis Mr. Balfour—who is, seventy-two by the way—made of the Irish character during his great Secretariate in 1887-1891. "They have great gifts, they have wit, imagination, eloquence, valour; in many respects they are our superiors. But in one respect they are our inferiors, and to amount of Gladstonian rhetoric can make them otherwise. They are politically incapable of self-government. Why not govern them as the Scotch, you ask? Because they are not the Scotch. They cannot be trusted to govern themselves, for the simple and sufficient reason that Providence, in giving them many gifts, omitted to give them the qualities which ensure stable self-control."

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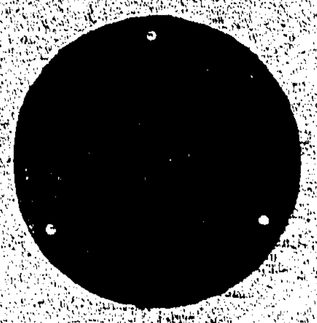

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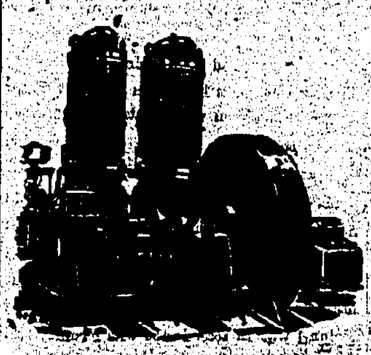

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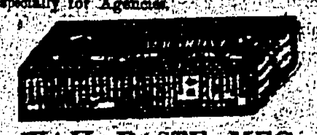

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LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

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DAKAR MARU ... Friday, 29th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez & Port Said.

TOTTORI MARU ... Sunday, 3rd Oct.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Wednesday, 20th Oct. at 11 a.m.
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NEW YORK via Suez.

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TOSA MARU sailing from Singapore ... Sunday, 17th Oct.

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YETOROFU MARU ... Tuesday, 5th October.

CALCUTTA & RANGOON via Singapore & Penang.

TOMIURA MARU ... Thursday, 7th October.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th Oct. at 11 a.m.

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KITANO MARU ... Wednesday, 29th Sept. at Noon.
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KING'S SPEECH TO RELIGIOUS LEADERS.

NEW OPPORTUNITY.

"SURSUM CORDA."

Practically all the Bishops who were attending the conference at Lambeth were received by the King in one of the large state rooms at Buckingham Palace. They were headed by the Archbishop of Canterbury, who read an address, to which reference was made to the postponement of the conference owing to the war, and the King was assured of the earnest desire of the Bishops to further by every means in their power the efforts of the civil Governments to promote schemes of social progress and reform. They were determined to prevent, if possible, the recurrence of war, and believed that a League of Nations on wise and well-considered lines would conduce to that end. Reference was made to the visits paid by their Majesties to different parts of the Empire, and to those made or being made by the Prince of Wales.

His Majesty replied as follows:—

"I thank you most sincerely for your address, and for the assurance of your good wishes and prayers for the well-being of my House and of all the people of my dominions. I am grateful to you for the reference you have made to the visits that I have been privileged to pay to Canada, Australia, New Zealand, South Africa, and to my Indian Empire, and I am pleased to see so many of you, their Archbishops and Bishops, here to-day. I trust, with you, that the visit which the Prince of Wales has paid to my own Dominions Overseas and to the United States may be productive of abundant good.

"It is a great satisfaction to me to meet the archbishops and bishops of the Anglican Communion who are assembled for the sixth Lambeth Conference from all parts of my Dominions, from the United States of America, and from mission fields throughout the world. I am especially glad to have the opportunity of welcoming so many representatives from the United States. For the first time since their separate history began, Britain and the United States stood side by side on the battlefields fighting for the cause of freedom and right. It is peculiarly appropriate that the bishops of the two nations should meet to take counsel, and should together apply our common Christianity to the great moral, social, and political problems which civilisation is called upon to face.

"I note that this conference fell due to be held two years ago, and that it has necessarily been postponed till now owing to the pre-occupations of the war. We cannot look back over this interval without a feeling of the most profound thankfulness for the mercies of Divine providence. Two years ago the Allied forces were still locked in a desperate struggle with our chief enemy, and the great tide of success which was to carry us in an unbroken sweep to the final victory had just begun to flow. At that time, as you have well said, the manhood of the Empire and of the whole Anglo-Saxon race was under arms. We are deeply conscious that it was to this spontaneous and universal outpouring of patriotism that, under God, we owe our victory. I know that many of you to whom I am speaking have been in closest touch with the brave men who fought our battles. I desire to add my voice to the testimony that was universally borne during the war to the help given to our troops in camp and in action by the devoted ministry of the chaplains of all denominations. Their duty was unfailingly discharged under great difficulties and perils. And what is true of our own soldiers and of those who minister to them is, I am well aware, true also of those who belong to the great Republic overseas.

GREAT NEED OF THE PRESENT.

"The new occasions which now confront us bring their new duties. The great need of the present is that the virtues of energy, self-sacrifice, and public spirit evoked so abundantly by the war should be our guides in dealing with the problems of reconstruction. I note with the deepest interest the assurance you have given me that the bishops now gathered in England are keenly awake to the opportunities of the time and to their own grave responsibilities. Words spoken on behalf of so large a gathering of responsible leaders in the religious life of different parts of the world at any time have high importance. But the time in which we are living is no ordinary time. The work of reparation and reconstruction with which the world is faced calls for a rare combination of spiritual power and practical wisdom.

"In a past crisis of our history it was said by a great English orator that we ought to auspicate all our public proceedings with the old warning of the Church, sursum corda." So now we look to the chief officers of the Churches to remind us that high ideals and a spiritual impulse are necessary to any nations which seek to rise to the greatness of the past that is set before them. At such a time the trust given to those who hold positions of leadership in the religious life of our peoples is great and glorious. I appreciate the determination you express that it shall be borne and discharged aright, and I welcome most gratefully the assurance contained in your address of your wish to further by all means in your power the efforts of the civil Governments to promote the well-being, religious, moral, and physical, of the peoples. I am convinced that a great opportunity lies before the Church of to-day if, acting in the spirit of your declaration, she will identify herself with the social as well as the spiritual life of the people, and set herself to learn as an interpreter and mediator, bringing the lofty spiritual ideals of Christianity into closer touch with the practical needs and efforts of the work-a-day world.

"I share with you the belief that the real strength of the Empire depends upon the loftiness and purity of the aims which its citizens cherish and upon the vigour of our resolve to realise these aspirations on behalf of all that is just and free. And I heartily join in your prayers that the blessing of God may rest alike upon the efforts of the Church to foster and unite those aims and resolves, and upon all that other good work that is carried on under the open guidance in the British Empire, the United States, and in mission fields throughout the world."

The departure of the Bishops after the Palace ceremony was witnessed by a large number of people who displayed keen interest in the identity of the various clergy. Special attention was paid to the Americans and Colonial Bishops and to those from the outports of the Empire, of varying race.

(Continued at footer of next column.)

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SHANGHAI & TSINGTAU via Swatow "TUNGSHING" ... Thurs., 30th Sept., Flight
STRAITS & CALCUTTA "FOOKSANG" Thurs., 30th Sept., 3 p.m.
SHANGHAI via Foochow & Ningpo "CHOYSANG" Thurs., 30th Sept., 3 P.M.
NEWCHWANG & TIENTSIN "CHEONGSHING" Fri. 1st Oct., Noon.
MANILA "LOONGSANG" Fri. 1st Oct., 3 p.m.
KOBE "YATSHING" ... Sat. 2nd Oct., 3 p.m.

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SHIPPING NEWS

ARRIVALS.

September 28th.

Chow Sang, British str., 1,424 tons, Capt. Walker, from Shanghai, with a general cargo.—J. M. & Co.

Chuen On, Chinese str., 234 tons, Capt. Chan Chau, from Kwang Chow Wan, with a general cargo.—Lee Hong.

Hook Sang, British str., 1,808 tons, Capt. Mitchell, from Moji, with a general cargo.—J. M. & Co.

Kwo Ying Fat, Chinese str., 445 tons, Capt. Noronha, from Hoihow, with a general cargo.—Globe Navigation Co.

Kenethicht, American str., 3,740 tons, Capt. Chareton, from Shanghai, with a general cargo.—Admiral Line.

Kitano Maru, Japanese str., 4,929 tons, Capt. Cope, from Singapore, with a general cargo.—N.Y.K.

Tuga Maru, Japanese str., 1,477 tons, Capt. Möhri, from Muke, with a cargo of coal.—M.B.K.

Umaru Maru, Japanese str., 1,940 tons, Capt. Onchi, from Keelung, with a cargo of coal.—O.S.K.

CLEARANCES.

September 28th.

Cheung Shing, for Canton.
Choy Sang, for Canton.
Chuen On, for Kwang Chow Wan.
Hailoong, for Foochow.
Hunan, for Newchwang.
Kwan Maru, for Keelung.
Lok Sang, for Haiphong.
Sui Yick, for Shanmi.
Teryu Maru, for Dairen.
Wa Sun, for Kwang Chow Wan.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* arrived at Nagasaki on September 27th, left there on September 28th, and is due at Kobe to-day.

The P. & O. Co.'s s.s. *Dunera* left Singapore for this port on the 27th inst., at noon, and is due here on the 2nd prox., at about 8 p.m.

VESSELS EXPECTED.

Aki Maru (Australian line), due October 15th.
Isaka Maru, from London, due October 20th.
Kamo Maru (European line), due October 28th.
Kamakura Maru (Liverpool line), due October 10th.
Hermun, due to-day.
Matsuura, due at Manila, September 30th.
Montcalm, due about October 15th.
Lancaster Castle, left San Francisco, September 9th, for Hongkong.
Siberia Maru, due October 3rd.
Tajima Maru (American line), due Oct. 1st.
Tamba Maru (European line), from Japan, due October 3rd.
Tsuruga Maru (Hamburg line), due November 6th.
Tottori Maru (Liverpool line), from Japan, due October 3rd.

CHILDREN OF FAR CATHAY.

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WEATHER REPORT.

September 27th, at 12.30.—Warning to Hongkong, Phulien, Manila, and Coast Ports:—A typhoon within 60 miles of Lat. 20 deg. N., Long. 127 deg. E., moving N.N.E.

September 27th, at 4.30.—Warning to Hongkong.—A typhoon within 60 miles of Lat. 22 deg. N., Long. 123 deg. E., moving N.N.E.

September 28th, at 12.15.—Warning to Hongkong, Phulien, Manila and Coast Ports:—A typhoon within 60 miles of Lat. 18 deg. N., Long. 118 deg. E., moving W.

September 28th, at 12.20.—No returns from Japanese stations.

Pressure has increased slightly over Formosa, and the Philippines, and decreased slightly to moderately elsewhere. The position of the typhoon in the Pacific is uncertain this morning owing to lack of returns from the Loochoos; it is probably situated near Okima, moving N. or N.N.E. A depression or typhoon is situated in the China Sea to the S.E. of the Macclesfield Bank, probably moving W.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 92.83 inches against an average of 75.10 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock	E and N.E winds, fresh; fine.
Formosa Channel	N.E. winds, strong.
South coast of China between Hongkong and Lamocks	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

SEPTEMBER 28TH, A.M.

Station.	Hour	Barometer at Sea Level.	Temperature	Humidity	Wind Direction.	Wind Force.	Weather.
Vladivostock	8 a.	30.16	58	—	—	8	1 o
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Okima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishigakijima	"	—	—	—	—	—	—
Bonin Island	"	—	—	—	—	—	—
Weihaiwei	8 a.	30.03	65	89	ESE	1	o
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kinkiang	"	—	—	—	—	—	—
Chungking	"	—	—	—	—	—	—
Shanghai	"	30.01	68	76	NE	1	o
Gutzlaff	"	29.93	73	100	ESE	4	o
Sharp Peak	7 a.		75	86	W	2	o
Amoy	6 a.	29.83	76	92	NE	3	H
Swatow	4 "	—	—	—	—	—	—
Taihoku	"	29.85	78	96	E	2	o
Taichu	"	29.80	73	—	—	0	o
Tainan	"	29.78	77	—	SE	2	b
Koshun	"	29.79	77	—	NNE	4	o
Pescadores	"	29.79	79	—	NNE	6	o
Canton	"	29.83	75	90	—	0	b
Hongkong	"	29.79	78	62	E	5	d
Gap Rock	"	—	—	—	—	—	—
Macao	"	29.76	77	78	ESE	4	o
Wuchow	8 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	—	—	—	—	—	—
Touraine	"	—	—	—	—	—	—
Cape St James	"	—	—	—	—	—	—
Apairi	6 a.	—	—	—	—	—	—
Dagupan	"	29.88	75	98	E	2	o
Manila	"	29.74	75	98	ESE	1	o
Legaspi	"	29.78	77	98	—	0	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	29.76	77	96	W	1	o
Surigao	"	—	—	—	—	—	—
Guam	4 p.	29.80	—	—	ENE	1	b
Labuan	6 a.	29.75	80	87	SW	4	o

C. W. JEFFRIES, *Director.*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally rain, s snow, t thunder, v visibility, w dew wet.

RAIN, in inches, tenths and hundredths.

VETARZO

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 28th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 a.m.
Barometer	29.77	29.79	29.74
Temperature	83	79	84
Humidity	81	62	65
Wind, Direction	East	East	East
Force	4	4	3
Weather	b	c	b
Rain	0.07	—	—

Highest open-air Temperature on 27th ... 86
Lowest open-air Temperature on 28th ... 78

HONGKONG TIDE TABLE.

From Sept. 29th to Oct. 5th, 1910.

Days of Week or	Days of Month.	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m.	ft. in	h. m.	ft. in
Wed.	19 m	9 58	6 8	m 3 48	2 1
Thur.	30 m	10 43	6 7	m 4 28	1 8
		10 29 a	7 4	4 33 a	2 9
Fri.	1 m	11 32	6 6	m 5 12	1 7
		11 5 a	7 5	5 2 a	2 8
Satur	2	0 38 a	6 5	m 6 6	1 8
		11 47 a	7 6	5 33 a	3 6
Sun.	3			m 12	2 0
		2 48 a	5 1	6 7 a	4 1
Mon.	4 m	0 44	7 4	m 8 31	2 9
		3 48 a	4 8	6 46 a	4 4
Tues.	5 m	1 52	7 7	m 9 55	2 3
		5 18 a	4 9	7 51 a	4 7

香港氣象報告表

HONGKONG CHINESE COMMERCIAL NEWS.

Incorporated with the

CHUNG NGOI SUN PO

(Chinese *Daily Press*)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE

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JAVA-CHINA-JAPAN LIJN.

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STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
HAIYANG ...	JAVA		2nd Oct.	JAVA
TJIBODAS ...	AMOY	15th Oct.	19th Oct.	JAVA
TJILATJAP ...	JAVA	9th Oct.	14th Oct.	SAIGON

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	Loading	For	Sailing
"BAAHN"	October	AMSTERDAM & HAMBURG	8th Oct.
"TJIMANOEK"	October	ROTTERDAM & HAMBURG	21st Oct.
"KANGMAN"	November	AMSTERDAM & HAMBURG	22nd Oct.
"ALCHIBA"	December	ROTTERDAM & HAMBURG	20th Dec.
"BORNEO"	January	AMSTERDAM & HAMBURG	21st Jan.

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"TEUCRIS"	...	via Panama ...	24th Nov.
*"CITY OF PARIS"	...	via Suez ...	2nd Dec.
"ROMEO"	...	via Suez ...	20th Dec.

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*MONTEAGLE	Oct. 26	Nov. 19
EMPRESS OF JAPAN	Nov. 9	Nov. 30
EMPRESS OF ASIA	Nov. 18	Dec. 6
EMPRESS OF RUSSIA	Dec. 16	Jan. 3
*MONTEAGLE	Dec. 31	Jan. 24
EMPRESS OF ASIA	Jan. 13	Jan. 31
EMPRESS OF JAPAN	Jan. 19	Feb. 9
EMPRESS OF RUSSIA	Feb. 10	Feb. 28

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BOSTON & NEW YORK via Suez	City of Dunkirk	Brit.	The Blue Line, Ltd.	On 5th Oct.
BOSTON & NEW YORK via Panama Canal	Celtic Prince	Brit.	Shewan, Tomes & Co.	About 15th Oct.
NEW YORK & Boston via Suez Canal	Muncaster Castle	Brit.	Dodwell & Co., Ltd.	Middle of Nov.
NEW YORK via Japan Ports, San Francisco &c.	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 12th inst.
NEW YORK via Suez	General Chanzy	Brit.	The Bank Line, Limited	On 16th Nov.
SAN FRANCISCO via Shanghai & Japan, &c.	Siberia Maru	Jap.	Toyo Kisen Kaisha	On 29th Oct.
SAN FRANCISCO via Shanghai & Japan, &c.	Korea Maru	Jap.	Toyo Kisen Kaisha	On 30th inst.
SAN FRANCISCO via Shanghai & Japan, &c.	Nanking	Am.	China Mail S.S. Co., Ltd.	On 31st Oct.
SEATTLE via Victoria via J. Ports, Shanghai, &c.	Nile	Am.	China Mail S.S. Co., Ltd.	On 6th Nov.
SEATTLE, Tacoma, Victoria & Vancouver	Kaiori Maru	Jap.	Nippon Yusen Kaisha	On 30th inst. at 11 a.m.
SEATTLE, Tacoma, Victoria, Vancouver &c.	Iconium	Am.	The Admiral Line Pacific S.S. Co.	About 6th Oct.
VANCOUVER via Shanghai & Japan, &c.	Nile	Am.	Frank Waterhouse & Co.	About 15th Oct.
VANCOUVER via Shanghai & Japan, &c.	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.	On 21st Oct.
VICTORIA, Seattle & Vancouver	Monteagle	Brit.	Canadian Pacific O.S. Ltd.	On 26th Oct.
VICTORIA, Vancouver, Seattle & Tacoma	Tyndareus	Brit.	Butterfield & Swire	On 4th Oct.
MARSEILLES & London via Suez Canal &c.	Arizona Maru	Jap.	Osaka Shosen Kaisha	On 18th Oct.
MARSEILLES via Hamburg, Sabang, Penang &c.	Nankin	Brit.	P. & O. B. I. & A. L.	About 9th Oct.
HAVRE, Rotterdam & Liverpool	Armand Behic	Fran.	Messageries Maritimes	About 10th Oct.
LIVERPOOL & Manchester via Singapore, Colombo &c.	Eurypylus	Brit.	Butterfield & Swire	On 8th Oct.
GENOA, Marseilles, Glasgow & Liverpool	Tottori Maru	Jap.	Nippon Yusen Kaisha	On 3rd Oct.
GENOA, London & Antwerp	Titan	Brit.	Butterfield & Swire	On 10th Oct.
LONDON, Antwerp & Rotterdam &c.	Carnarvonshire	Brit.	Jardine, Matheson & Co., Ltd.	About 4th Oct.
LONDON & Antwerp via Singapore, Penang, &c.	Atlas Maru	Jap.	Osaka Shosen Kaisha	On 30th inst.
LONDON, Amsterdam & Antwerp	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 4th Oct. at Noon.
LONDON, Amsterdam & Hamburg	Hojonga	Brit.	Butterfield & Swire	On 13th Oct.
WARBURG, London, Antwerp via Singapore &c.	Kosmin	Brit.	Butterfield & Swire	On 17th Oct.
AMSTERDAM & Hamburg	Dakar Maru	Jap.	Nippon Yusen Kaisha	On 25th Oct.
BOMBAY & Colombo via Singapore	Bearn	Jap.	Java-China-Japan-Lijn	On 7th Oct.
BOMBAY & Colombo	Yetorofu Maru	Jap.	Nippon Yusen Kaisha	On 8th Oct.
BOMBAY via Straits & Colombo	Dunera	Brit.	P. & O. B. I. & A. L.	On 6th Oct.
BOMBAY & Colombo	Saigon Maru	Jap.	Osaka Shosen Kaisha	About 15th Oct.
STRAITS & Calcutta	Fooksang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th Oct.
SINGAPORE, Penang & Belawan-Deli	Van Waerwyck	Dut.	Java-China-Japan-Lijn	On 30th inst. at 2 p.m.
SINGAPORE, Penang, Port Swettenham, Venice &c.	Hungaria	Brit.	Dodwell & Co., Ltd.	On 29th inst.
CALCUTTA via Straits & Rangoon	Gregory Apcar	Brit.	P. & O. B. I. & A. L.	About 3rd Oct.
CALCUTTA & Rangoon via Singapore & Penang	Tenmaru Maru	Jap.	Nippon Yusen Kaisha	About 9th Oct.
LISBON & Continental U.S.A.	Vinita	Am.	Los Angeles Pacific Nav. Co.	On 7th Oct.
SOUTH AMERICAN Ports via Cape	Tosa Maru	Jap.	Nippon Yusen Kaisha	About 13th Oct.
AUSTRALIAN PORTS	Clansaga	Brit.	Butterfield & Swire	On 17th Oct.
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O. B. I. & A. L.	On 1st Oct. at 4 p.m.
AUSTRALIAN PORTS via Manila	Victoria	Chi.	The China & Australia S.S. Co.	About 5th Oct.
AUSTRALIAN PORTS via Manila	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 9th Oct.
BUENOS Aires, Rio De Janeiro, Santos, &c.	Canada Maru	Jap.	Osaka Shosen Kaisha	On 20th Oct. at 11 a.m.
Via Panama via Japan, Honolulu, San Pedro &c.	Seiyo Maru	Jap.	Osaka Shosen Kaisha	On 2nd Nov.
Japan	Yatshing	Brit.	Toyo Kisen Kaisha	On 9th Nov.
NAGASAKI, Kobe & Yokohama	Hokuto Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 2nd Oct. at 3 p.m.
NEWCHWANG & Tientsin	Aki Maru	Brit.	Dodwell & Co., Ltd.	About 19th Oct.
WEIHAIWEI, Chefoo & Tientsin	Cheongshing	Jap.	Nippon Yusen Kaisha	On 16th Oct. at 11 a.m.
SHANGHAI, Kobe & Yokohama	Kueishow	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Oct. at Noon.
SHANGHAI & Tientsin via Swatow	Kitano Maru	Brit.	Butterfield & Swire	On 1st Oct. at Noon.
SHANGHAI	Tungshing	Jap.	Nippon Yusen Kaisha	On 29th inst. at Noon.
SHANGHAI	Sinkiang	Brit.	Jardine, Matheson & Co., Ltd.	On 30th inst. at 10 a.m.
SHANGHAI	Afrique	Brit.	Butterfield & Swire	On 30th inst. at Noon.
SHANGHAI & Tsingtau	Chenan	Brit.	Dodwell & Co., Ltd.	On 2nd Oct.
SHANGHAI & Japan	Dunera	Brit.	Butterfield & Swire	On 2nd Oct. at 11 a.m.
SHANGHAI, Kobe & Yokohama	Portmar	Brit.	P. & O. B. I. & A. L.	On 4th Oct. at Noon.
SHANGHAI	Sunning	Fran.	Messageries Maritimes	About 4th Oct.
AMOY, Shanghai & Pukow	Suiyang	Brit.	Butterfield & Swire	On 7th Oct. at Noon.
S. Africa via Amoy & Foochow	Haiching	Brit.	Butterfield & Swire	On 5th Oct. at 10 a.m.
SWATOW & Bangkok	Chusan	Brit.	Douglas Lapraik & Co.	On 1st Oct. at 2 p.m.
SWATOW, Amoy & Foochow	Haihong	Brit.	Butterfield & Swire	On 5th Oct. at 10 a.m.
SWATOW, Amoy & Foochow	Hailoong	Brit.	Douglas Lapraik & Co.	On 6th Oct. at 3 p.m.
HOIHOW & Haiphong	Lokzag	Brit.	Douglas Lapraik & Co.	On 5th Oct. at 2 p.m.
KEELUNG via Swatow & Amoy	Amakusa Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 29th inst., at 8 a.m.
TAKAO via Swatow & Amoy	Soshu Maru	Jap.	Osaka Shosen Kaisha	On 3rd Oct.
MANILA	Loongsang	Jap.	Osaka Shosen Kaisha	On 16th Oct.
SAIGON, Bangkok & Singapore	Unnan Maru	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Oct. at 3 p.m.
JAVA	Haiyang	Jap.	Osaka Shosen Kaisha	On 2nd Oct.
JAVA	Samarang Maru	Dut.	Java-China-Japan Lijn	About 2nd Oct.
		Brit.	Dowell & Co., Ltd.	About 10th Oct.

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"GENERAL CHURCH" ... 10th Nov.

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LONDON — — — "CITY OF NAPLES" — 15th Nov.

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HEWCHWANG	"HUNAN"	On 29th Sept., D'light.
SHANGHAI	"KUKIANG"	On 30th Sept., Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 1st Oct., Noon.
SHANGHAI and TSINGTAO	"CHENAN"	On 3rd Oct., D'light.
SWATOW and BANGKOK	"CHUSAN"	On 5th Oct., 10 A.M.
AMOY, SHANGHAI & FUKOW	"TUYANG"	On 5th Oct., 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 6th Oct., 4 P.M.
SHANGHAI	"SUNNING"	On 7th Oct., Noon.

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"KAIHONG"	Capt. W. C. Passmore	TUESDAY,	5th Oct. at 2 p.m.
"HAILOONG"	Capt. J. S. Thomson	FRIDAY,	8th Oct. at 2 p.m.

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S.S. WEST HINTON	Nov. 4th.	S.S. WEST HINTON	Nov. 4th.
S.S. WEST MONTOP	Dec. 1st.	S.S. WEST MONTOP	Dec. 1st.

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STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"NANKIN"	5,800	9th Oct.	Marseilles, London & Antwerp
"DUNERA"	5,400	15th Oct.	Singapore, Colombo & Bombay
"KASHGAR"	8,900	22nd Oct.	Marseilles, London & Antwerp
"NOVARA"	8,900	13th Nov.	Marseilles, London & Antwerp
"NELLORE"	8,833	29th Nov.	Marseilles, London & Antwerp
"SOMALI"	6,712	10th Dec.	do.
"DEVANHA"	8,100	17th Dec.	do.
"SICILIA"	6,702	31st Dec.	do.
"PLASSY"	7,346	21st Jan. 1921	do.

BRITISH INDIA - APCAR SAILINGS (South)

"GREGORY APCAR"	4,600	9th Oct.	Calcutta via S'pore, P'ang & R

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	5th Oct.	Sandakan, Thursday Island,
"EASTERN"	4,000	1st Nov.	Cairns, Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	3rd Oct. Noon.	Shanghai Only
"TORILLA"	5,200	11th Oct.	Shanghai & Japan
"NOVARA"	6,900	13th Oct.	Shanghai & Japan
"EASTERN"	4,000	14th Oct.	Japan direct.
"TAKADA"	7,000	17th Oct.	Shanghai & Japan

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

Parcels Measuring not more than 9 cubic feet will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Voeux Road Central, HONGKONG

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
"ATLAS MARU" ... Thursday, 30th Sept.
"ARGUN MARU" ... Saturday, 16th Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN & CAPE TOWN via SINGAPORE.
"CANADA MARU" ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
"SAIGON MARU" ... Wednesday, 6th Oct.
"BURMA MARU" ... Wednesday, 13th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly service.
"UNNAN MARU" ... Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service, taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.
"ARIZONA MARU" ... Tuesday, 12th Oct.
"MANILA MARU" ... Tuesday, 26th Oct.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.
"HONOLULU MARU" ... Wednesday, 29th Sept.

NEW ORLEANS LINE.
"SUMATRA MARU" ... Monday, 8th Nov.

JAPAN PORTS—Moji, Kobe, Yokkaichi & Yokohama.

KERLUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.
"AMAKUSA MARU" ... Sunday, 3rd Oct.

TAKAO via SWATOW & AMOY.
"SOSHU MARU" ... Saturday, 16th Oct.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager.
No. 2, Queen's Building.

Tel. Nos. 744 & 745. [32

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS.

Steamer	Are expecting from Australia	Are expecting for Australia
"CHANGSHA"		1st Oct. a.m.
"TAIYUAN"	4th Oct.	21st Oct.

SAILINGS SUBJECT TO ALTERATION.

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents. [32

T. K. K.

TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
KOREA MARU	20,000	Sept. 30th
SIBERIA MARU	20,000	Oct. 12th
TENYO MARU	22,000	Oct. 28th
SHINYO MARU	21,000	Nov. 9th
PERSIA MARU	9,000	Dec. 2nd

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
SHINYO MARU	14,000	Nov. 9th.
KIYO MARU	17,300	Jan. 14th, 1921.

For full information regarding passengers, freight or sailings, apply to—

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	"PORTHOS" — 20,000 —	On or about 4th Oct.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ, PORT-SAID	"ARMAND BEHIC" 10,000 —	On or about 10th Oct.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER
Acting Agent,
Queen's Building.

Telephone 740.

THE ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE

operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

STEAMER	Leaving Kobe	Arrive Seattle
ICONIUM	Oct. 6th	Oct. 20th
ELDRIDGE	Oct. 20th	Nov. 3rd

For PORTLAND direct.

(Calling at Shanghai and Kobe).

For Present and Succeeding sailings apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO

HONGKONG—CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Philadelphia, Boston and Scottish American ports.

For further information apply to— PACIFIC MAIL S.S. CO.
Hotel Mansions.

Telephone 141. Cable Address "HOLANC."

POST OFFICE NOTICE

Telegraphic Communication with Gap Rock is interrupted.

INWARD MAILS.

From	Per	Due.
Calcutta	*Kirin Maru*	29th Sept.
Europe (via Singapatam)	*Hong Wan I*	29th Sept.
Japan and Shanghai	*Tajima Maru*	30th Sept
Straits	*Dunera*	2nd Oct.
U.S.A. and Shanghai	*Siberia Maru*	3rd Oct

OUTWARD MAILS.

For	Per	Date
Shanghai, N. China and *Japan via Kobe ... Formosa via Keelung ... ... Swatow, *Shanghai and *North China ... Fort Bayard, Hoihow and Haiphong	*Kikano Maru* ... *Kota Maru* ... *Tungking* ... *Hanoi* ...	Wednesday, 22nd, 10.00 A M Wednesday, 29th 11.00 A M Wednesday, 29th, 5.00 P M Wednesday, 29th, 5.00 P M
Philippine Is., Formosa via Keelung, *Shanghai *North China, *Japan via Nagasaki, *Canada, *United States, *Central and South America, and *EUROPE via VICTORIA, B.C. ...	*Katori Maru* ...	Thursday 30th, 10.00 A M
*Shanghai and *North China ... ... Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and *EUROPE via SAN FRANCISCO	*Sinkiang* ...	Thursday, 30th, 10.00 A M.
Japan via Kobe ... ... Swatow ... ... Foochow, *Ningpo, *Shanghai and *N. China	*Korea Maru*	Thursday, 30th, Registration 9.45 A M Letters 10.30 A M
Weihaiwei, Chefoo and Tientsin Swatow, Amoy, and Foochow	*Yatshing* ... *Hydrangea* ... *Chuyuan* ... *Kuichow* ... *Haiching*	Thursday, 30th, 2.00 P M Thursday, 30th, 4.00 P M Thursday, 30th, 4.00 P M
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island ...	*Changsha*	—: OCTOBER :—
Saigon, *Straits and *Bangkok ... ... Shanghai and N. China ... ... Swatow, Amoy and Formosa via Keelung... Shanghai and North China ... ... Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt and EUROPE via MARSEILLES...	*Unzen Maru* ... *Okanda* ... *Amakusa Maru* ... *Dunera*	Friday, 1st, 11.00 A M Friday, 1st, 1.00 P M Friday, 1st, Registration 1.45 P M Letters ... 2.30 P M Saturday, 2nd, 9.00 A M Saturday, 2nd, 5.00 P M Sunday 3rd, 9.00 A M Sunday, 3rd, 9.00 A M
*Swatow and *Bangkok ... ... Amoy, *Shanghai and *North China... Swatow, Amoy and Foochow ... ... Weihaiwei, Chefoo and Tientsin Shanghai and North China ... ... Swatow, Amoy and Foochow ... ... Shanghai, North China, Japan, via Nagasaki, Honolulu, Canada, United States, Central and South America and *EUROPE via SAN FRANCISCO	*Tamba Maru* ... *Chinese Steiyang* ... *Haihong* ... *Hirichow* ... *Sunning* ... *Hai Loong* ... *Siberia Maru* ...	Monday, 4th, Registration ... 9.45 A M Letters ... ...10.30 A M Tuesday, 5th, 9.00 A M Tuesday, 5th, 9.00 M Tuesday, 5th, 1.00 P M Wednesday, 6th, 3.0 P Thursday, 7th, 11.00 A M Friday, 8th, 1.00 P M Tuesday, 12th, Registration 9.45 A M Letters ... 10.30 A M

*Correspondence bearing vessel's name only

From Sheungwan Western Branch P.O.

For	On Week-days	On Sunday	On Holidays
Canton and Samshui	7.30 A.M. 9.30 P.M.	9.30 P.M.	7.30 A.M. 9.30 A.M.
Tai Ping Tung	9.30 P.M.		9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	9.30 P.M.	6.00 P.M.
Kaulong...	6.00 P.M.	6.00 P.M.	6.00 P.M.
	6.00 P.M. Except Saturday	6.00 P.M.	6.00 P.M.
Wuchow...	4.00 P.M.	10.30 A.M.	4.00 P.M.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(Direct).

"HELENUS"	12th Oct.	London, Amsterdam & Antwerp
"KEEMUN"	17th Oct.	London, Amsterdam & Hamburg.
"JASON"	31st Oct.	London, Amsterdam & Antwerp.
"ELPENOR"	10th Nov.	London, Rotterdam & Antwerp
"ATREUS"	23rd Nov.	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE
(Direct or via Continental Ports).

"EURYPYLUS"	6th Oct.	Havre, Rotterdam & Liverpool.
"TITAN"	10th Oct.	Genoa, Ms'lles, L'pool & Glasgow
"PELEUS"	19th Oct.	Genoa, Liverpool & Glasgow.
"TELAMON"	2nd Nov.	Liverpool

PACIFIC SERVICE
(via Kobe and Yokohama).

"TYNDAREUS"	5th Oct.	Victoria, Seattle & Vancouver.
"TEUCER"	20th Oct.	
"IXION"	12th Nov.	

NEW YORK SERVICE
(via Suez or Panama).

"TYDEUS"	24th Nov.	via Panama.

HOMEWARD PASSENGER SERVICE

"STENTOR"	8th Oct.	for London direct.
"TEIRESIAS"	18th Oct.	for London direct.
"IDOMENEUS"	3rd Nov.	for Liverpool via Marseilles.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE,
AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.

September 21th.

On London.—	
Telegraphic Transfer	4/3
Bank Bills, on demand	4/3⅛
Bank Bills, at 30 days' sight	4/3⅛
Bank Bills, at 4 months' sight	4/3⅜
Credits, at 4 months' sight	4/3⅜
Documentary Bills, 4 months' sight	4/3⅜
On Paris.	
Bank Bills, on demand	2 —
Credits, 4 months' sight	1160
On New York.—	
Bank Bills on demand	nom
Credits, at 60 days' sight	77⅛
On Bombay.—	
Telegraphic Transfer	nom.
Bank Bills, on demand	nom.
On Calcutta.—	
Telegraphic Transfer	nom
Bank Bills, on demand	nom.
On Shanghai.—	
Bank Bills, at sight	nom
Private, 30 days' sight	nom.
On Yokohama.—On demand	145
On Manila.—On demand—Pesos	162 n.
On Singapore—On demand	134
On Batavia.—On demand	127½
On Haiphong.—On demand	nom.
On Saigon.—On demand	nom.
On Bangkok.—On demand	49½
Sovereigns, Bank's Buying rate	$ 4.60 n.
Gold Leaf 100 fine, per tael	$36.00
Bar Silver per oz	38⅝d.

	Per cent.	
Hongkong ...50 cents piece	$0.00	Discount
Hongkong ...10 "	2.80	"
Canton ...20 "	12.80	Premium
Canton ...10 "	0.00	"

BANKS

HONGKONG SAVINGS-BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.
N. J. STABB,
Chief Manager.

Hongkong, November 2nd, 1919.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital	£2,000,000
Reserve Fund	£3,000,000
Reserve Liability of Proprietors	£2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 27th, 1920. [52

THE BANK OF TAIWAN LIMITED
(Taiwan Ginko).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	45,000,000
Reserve Funds	9,680,000

HEAD OFFICE:
TAIPEH, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow Tamsui, Tobyen, Ako.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS:
London, County, Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH,
Manager.

Hongkong Branch,
2, Des Voeux Road, Central,
Hongkong, September 1st, 1920. [42

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Gracechurch St., London, E.C. 2.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,050,000

Bankers:
The Bank of England.
The London Joint City & Midland Bank, Ltd.

Branches:

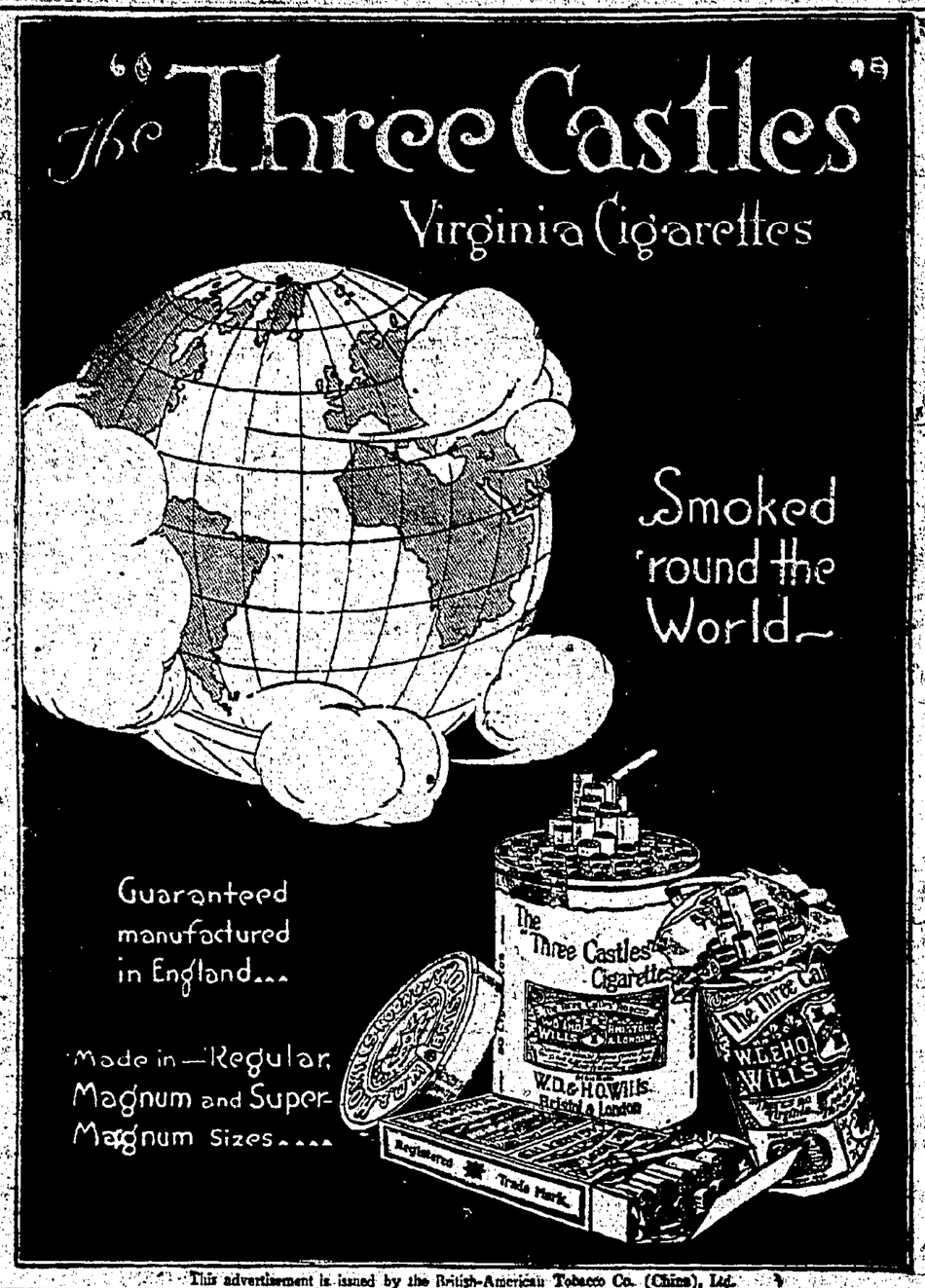
Bombay	Hongkong	Kuala Lampur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kotah	Ehara Port Louis (Mauritius).	

Hongkong Branch
Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. C. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong June 30th, 1920 [44



This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling	£1,500,000
Silver	$23,000,000
Reserve Liability of Proprietors	$15,000,000

Court of Directors:
Hon. Mr. E. V. D. Parr—Chairman.
A. H. Compton, Esq.—Deputy Chairman.

G. M. Dodwell, Esq.	Hon. Mr. J. Johnstone
G. T. M. Edkins, Esq.	A. O. Lang, Esq.
A. S. Gubbay, Esq.	W. L. Patenden, Esq.
Hon. Mr. P. H. Holyoak	J. A. Plummer, Esq.

Chief Manager:
Hongkong—N. J. Stabb, Esq.

Acting Manager:
Shanghai—G. H. Stitt, Esq.

London Bankers:
London County Westminster and Parr's Bank, Limited.

CURRENT ACCOUNTS opened in Local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency, and Sterling on terms which will be quoted on application.

N. J. STABB,
Chief Manager.

Hongkong, May 18th, 1920 [

BANQUE INDUSTRIELLE DE CHINE
(FRENCH BANK).

Authorised Capital	F. 250,000,000
Subscribed Capital	F. 150,000,000
Paid Up	F. 75,000,000
Subscribed by the Government of the Chinese Republic	F. 40,000,000
Chairman of the Board of Directors	André Berthelot
General Manager	A. J. Pernotte

HEAD OFFICE:
74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon	Hongkong	Yunnanfu
Marseilles	Hanoi	Vladivostock
Peking	Singapore	Foochow
Shanghai	Canton	Swatow
Tientsin	Saigon	Yokohama
Hankow	Haiphong	Moukden
New York	London	Antwerp

BANKERS:
In FRANCE: Société Général pour favoriser le Developement du Commerce et de l'Industrie en France.
In LONDON: London Joint City & Midland Bank, Ltd.
In NEW YORK: Redmond & Co.
Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS,
Manager.

Hongkong, August 17th, 1920.

ASIA BANKING CORPORATION
(AN AMERICAN BANK).

Capital $4,000,000 — Head Office:
Surplus $1,100,000 — NEW YORK, U.S.A.

Branches:

SHANGHAI	TIENTSIN	MANILA
HANKOW	CANTON	CHANGSHA
	PEKING	

All Descriptions of banking business transacted.

Interest allowed on Current Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques, Sold by us. Payable Throughout the World.

N. E. MULLEN,
Acting Manager.

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BANQUE DE L'INDO-CHINE
(FRENCH BANK).

Head Office: 15bis Rue Laffitte, Paris.

Subscribed Capital	Frs. 72,000,000.00
Paid up Capital	Frs. 68,400,000.00
Reserves Funds	Frs. 69,567,203.54

BRANCHES

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom-Penh	
Hanoi	Pondichery	

Bankers,
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de-Paye-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

L. BERINDOAGUE,
Manager.

Hongkong, August 2nd, 1919. [78

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office:—6, Des Voeux Road Central.
Hankow Branch:—Panoff Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2 per cent., 4 per cent., 5 per cent. respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY,
Manager.

Hongkong, July 7th, 1919. 99

THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital	$2,000,000.00
Reserve Fund	200,000.00

Directors:
Mr. Pong Wai Tung, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po,
Mr. Li Koon Chun, Mr. Mok Ching Kong,
Mr. Fung Ping Shan, Mr. Wong Yun Tong,
Mr. P. K. Kwok, Mr. Chan Ching Shek,
Mr. Ng Chang Lak.

Chief Manager:—Kan Tong Po, Esq.
Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3% per annum.
For 6 months at the rate of 4% per annum.
For 12 months at the rate of 5% per annum.

KAN TONG PO, Chief Manager.
Hongkong, February 12th, 1920. [109

THE BANK OF CHINA
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$50,000,000.00
Paid-up Capital	12,570,000.00
Reserve Funds	2,197,400.00

HEAD OFFICE:—PEKING.
HONGKONG BRANCH:—20-21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
New York Banker:—[illegible] Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—
For 3 months ... 3% per annum.
For 6 months ... 4% per annum.
For 12 months ... 5% per annum.

TSUYEE PEI,
Manager.

Hongkong, February 9th, 1920. 8

Printed and Published by Bertram Augustus Hale, for The Hongkong Daily Press, Ltd., at 10a, Des Voeux Road Central Victoria, Hongkong; London Office: 131, Fleet Street, E.C.